

FRESNO CALIFORNIA:

**A HISTORY OF
PUBLIC TRANSPORTATION
1889-2002**

By Gerald L. Squier

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FOREWORD

This history was over 40 years in preparation from the time I first collected any information on the subject until I finally decided that the story was as complete as I could make it. Of course the transportation history of Fresno is ongoing, and it can never be complete until the location no longer exists.

My father was in the transportation business, and a conductor on the streetcars of the Pacific Electric Railway in Los Angeles when I was growing up. On Saturdays, I would go riding with him, and became interested in the equipment and operation of the service. This was in the late 1940's and early 1950's and before multiple automobile ownership was common to most families. My father was frequently at work during the day (even on weekends) and the family had to use public transportation for shopping and entertainment. My interest in the bus and car service was thus expanded to include all of the Los Angeles transit network. A natural development of that interest was the bus systems in outlying areas and then the rest of the state and country. In 1959, I got my first car, and began making trips to San Diego and Bakesfield. In the summer of 1960, a friend and I set out to explore Central California and the San Francisco Bay Area. It was on that trip that I first set foot in Fresno.

Fresno City Lines was known to me because it was owned at that time by Western Transit Systems, which had common ownership with Metropolitan Coach Lines, which had acquired the passenger service of Pacific Electric in 1953 (a year after my father's death). I had continued to follow Metro's developments even after my father's passing. I kind of felt at home in Fresno, as the buses there had the same two-tone green and white paint job as the Metro buses in Los Angeles.

Throughout the 1960's I would make frequent trips to the San Francisco Bay Area, and would stop in Fresno enroute to see what was new. After graduation from college in 1966 with a degree in transportation management, I began looking for employment in the transit field, and in 1968 accepted a position with De Leuw, Cather & Co., a consulting engineering firm in San Francisco. As it turned-out, De Leuw, Cather was selected to do a job for the City of Fresno to study its transit system and make recommendations for improvement. As luck would have it, I was selected to work on that project. During the course of this work, I collected much historical and operating data on what was by then the City owned system.

In the early 1960's I became aware of the existence of the Motor Bus Society, and became a member. One of the Society's functions is to collect material and publish historical articles on bus systems throughout North America. When I recognized the significance of the data I had obtained on Fresno in the course of the De Leuw, Cather project, I first conceived the idea of a Fresno Transit History. At that time, I didn't expect that I would be doing the actual writing and additional research. But the other people whom I expected to give the job to were not that enthusiastic about the idea, as they had other work to do. Even so, I continued to collect operational data and take photographs of the bus fleet as I had since 1960, to document changes in the equipment.

In 1973, I was hired as a Planner by the Southern California Rapid Transit District, and returned to Los Angeles. I still had roots and friends in the Bay Area, and continued to make yearly trips there with incidental stops in Fresno to see how things were going. Then in 1978 I met my wife, Paula. Many of her family members, including her brother, lived in Fresno, so we proceeded to make frequent trips to visit them, and in my spare time I would see what was new with the transit system. During this period, I finally realized that I would have to be the one to write the transit history of Fresno, and began to research the archives of *The Fresno Bee*. I also collected all known data and photographs on the subject from the MBS files, and material that had been prepared by Jim Harrison, who was planning to do a book on the subject in the 1960's. But Edward Hamm's *When Fresno Rode the Rails* was published before Jim could get his book (which was to be more encompassing) could be completed. The files of the California Public Utilities Commission were searched and relevant material was noted. In the 1980's, I contacted the Fresno Transit people and enlisted their assistance in gathering material for the work. Folks at the Fresno County Association of Governments provided access to the annual *Short Range Transit Plans* that they have produced annually since 1980.

In the early 1990's I actually began writing the history, which I envisioned as a piece for the Motor Bus Society's quarterly magazine, *Motor Coach Age*. However, as I began incorporating the material that I had collected, I realized that there should be two different pieces: (1) a more or less generalized article for *MCA*, and (2) a document including every known fact that I had uncovered on Fresno's public transportation history. The former was finally published as the second quarter 2003 issue; the latter is this manuscript. Completion and publication of this story was actually delayed for ten years because the historic photos and material, which had been sent to an editor for compilation of the *MCA* article, became involved in a legal dispute that was not resolved for ten years. One benefit of this delay is that an additional ten years of transit history could be included in both documents.

Gerald L. Squier
September, 2003

BACKGROUND

The Locale

The state of California stretches some 800 miles from north to south, and extends about 250 miles at it widest point. Its central valley is about 400 miles long and is about 50 miles wide. This valley is separated from the Pacific Ocean by the Coast Range on the west and from inland deserts by the Sierra Nevada mountains on the east. Its two major rivers are the Sacramento in the north and the San Joaquin in the south, which merge near present-day Stockton--at about midpoint--and empty into the San Francisco Bay. The great valley is theoretically divided into two sections at this point, and are known by the names of the rivers that run through them. Despite the existence of these rivers, which are fed most of the year by melting snow from the Sierra's, the central valley was mostly an arid plain prior to the 1870's.

The Railroads and Irrigation

1871 After the Central Pacific Railroad completed its transcontinental link to the Union Pacific near Ogden in 1869, its promoters, Crocker, Huntington, Stanford and Hopkins (known as *The Big Four*) turned their attention to construction to a southern route, which was to terminate in New Orleans. As a part of this line, the CP built a line south from Stockton through the San Joaquin Valley; by 1871, construction had reached the midpoint of the valley at a crossing of the San Joaquin River. At this point, which at the time was in the middle of Fresno County, Leland Stanford, later to become Governor and still later a U. S. Senator, had planned to build a station; land had been purchased at there for a station and other development. Existence of green fields to the south of the original station site, which was fed by the valley's first irrigation project, in which Y. A. Easterby brought Kings River water to his land earlier that year, prompted Stanford to relocate the station further south on a projection of the rail line (which was running due southeast in this area), and adjacent to the green field. He purchased land at this point, and established Fresno Station there; the CP tracks reached it in 1872.

How and When the City Was Formed

1872 Later in 1872, the railroad surveyed and staked-out a town site on company property, and a post office was established. The next year, the official plate of the Town of Fresno was filed with the County Recorder's Office. North-south streets were lettered, while east-west roads were named after California counties; the north-south axis for the original townsite is actually 45E off true north, as it runs parallel to the CP (now SP) right-of-way. (The county road network and the remainder of the present day city street system is oriented to a true north-south grid.) The railroad was instrumental in the 1874 election to move the County seat from Millerton to Fresno, by transporting voters to the polls, and providing free whiskey. Also in 1874, the first permanent County Courthouse was constructed on Courthouse Square, which land had been donated by the railroad. The first public water system was completed in 1876, and in 1885 the City of Fresno was incorporated. Gas and electric service began by 1886, and the first telephone exchange was installed during the following year. Expanded irrigation developed the arid desert flatland into a thriving farming area that later concentrated to a large extent on the growing of grapes and the production of raisins for which Fresno is now famous.¹

¹ Sources: Fresno County Almanac (Local Committee) 1956
Centennial Fresno, AAUW, 1975.

FRESNO TRACTION AND THE STREETCAR SYSTEM

Early Horsecars

1889 Not unlike many cities in existence before the turn of the Nineteenth Century, public transportation service in Fresno began with horsecars. In the late 1880's a total of five lines were constructed by three separate companies. The first horsecar franchise in the city was issued to the **Fresno Street Railroad** in 1887, although it didn't begin operation until 1889. Its line started at the CP Depot at Mariposa and 'H', and ran via Mariposa, 'K' and Tulare to the city limits at First. The next line was the **Fresno, Belmont and Yosemite Railroad**, which also started its route at the CP station, traveling up Mariposa, then via 'J', Tuolumne and 'O' to the city limits at Divisadero. In 1889; its route was extended north on Blackstone to Belmont Avenue toward a planned terminal at Yosemite [National] Park, some 100 miles to the north. The **Fresno Railroad Company** was the third company, and was incorporated in 1889; it also built a line from the CP depot, but it departed via Tulare (one block south of Mariposa), then 'T' and Ventura to the city limits [apparently at First Street]; it was subsequently extended 12 miles further to the County Fairgrounds [at Barton Avenue]. All three of these lines were built to the north and east of the CP/SP tracks, but the fourth, an extension of the **Fresno Street Railroad's** Tulare Street line, was built to the south and west of the tracks, and ran from the CP Depot on 'H' Street, via Tulare, 'G', Kern, 'F', Santa Clara, and 'C' to California Avenue, and then via Elm to the city limits at Washington. Finally, the **Fresno, Belmont and Yosemite Railroad** line was extended north on 'J' Street from Tuolumne to the city limits at Divisadero.

Fresno City Railway

1901 At the turn of the century, many cities with horsecar systems were considering electrification. In Fresno's case, this move was manifested in the formation of the **Fresno City Railway**; on May 16, 1901 the City of Fresno granted them a 50-year franchise for the operation of an electrically powered street railway, and on September 25th it was incorporated with \$500,000 of capital stock. The new company's first move was to acquire the **Fresno, Belmont and Yosemite Railroad** then it re-railed and electrified that system, with the new service beginning in 1903. **FCRy** also acquired the **Fresno Street Railway** and the **Fresno Railroad**, and began to unify and electrify the system. At about the same time, the former 'J' Street line of the **FB&Y** was extended up Forthcamp Avenue from Divisadero to Olive Avenue. When the Recreation Park line was electrified, it was rerouted in the downtown area from the CP/SP Depot via Tulare, 'J', Mono and 'R' to Ventura; then out Ventura to Maple. At about the same time, tracks were extended eastward (*on Ventura*) to the Sunnyside district at Clovis Avenue.

Formation of Fresno Traction

1902 Part of the funding for the expansion and improvement of the **FCRy** operation came from the San Joaquin Power Company who purchased some of its stock. San Joaquin Power got into financial trouble in 1902, and A. G. Wishon of that company traveled to Los Angeles, and got Henry E. Huntington, nephew of the CP's Collis P. Huntington, and his associates in Los Angeles interested in the company. Huntington was already active in Los Angeles traction circles, and was building an interurban network there that would eventually develop into the Pacific Electric system. San Joaquin Power was reorganized as San Joaquin Light & Power, and in May of 1903, Wishon was appointed manager of it.

1903 Presumably, Huntington's interest in SJL&P included the transfer of the power company's **FCRy** stock to Huntington. On September 22, 1903² he incorporated the **Fresno Traction Company**, which was empowered to build 196 miles of line within the city and surrounding suburbs. **FTCo** then acquired the operative rights and equipment of **FCRy**, and all operations thereafter were under the **FTCo** banner. Huntington, however, did not acquire all of the **FCRy** stock, as some shareholders refused to sell, and as a matter of fact, that company remained in existence until 1934!³

1907 Although most of Huntington's great plans never saw fruition, **FTCo** did proceed with a modest expansion of its system within the city of Fresno and proximity. The first of these occurred in 1907, and was a new line out Tulare from 'J' to 'U', then via 'U', Huntington and Barton to Ventura. This route was then used by both the Recreation Park and Sunnyside lines, and the tracks on Mono, 'R' and Ventura were removed. Also in 1907, a plan was announced to double track all lines to accommodate expected traffic, and this program commenced the next year, as the tracks from Ventura Avenue were used to double track the Forthcamp line. In 1909, a new line was constructed on Fresno Street from Belmont on the north through town and a subway under the CP/SP tracks to 'F' Street, then down 'F' to San Diego. This route replaced a portion of the old **FSRy** line on 'F' Street, except that the portion on Santa Clara, 'C' and Elm was eliminated.

1910 As a part of the Los Angeles "Great Merger" of 1910, which consolidated the holdings of the two parties (i.e., Southern Pacific and Henry Huntington) into two more or less discrete geographical operations, Henry Huntington's interest in **FTCo** was transferred to

² *When Fresno Rode the Rails*, Edward Hamm, Jr., Interurbans Press, 1979 (Horse and electric car history, except as noted). National City Lines Annual Report (1945), Fresno City Lines, Inc., says 9-22-04, as a California Corporation.

³ 39-CRC-873, D-27628, A-19720, 12-22-34

Southern Pacific. **FTCo** was thereafter operated as a subsidiary of **SP**, and its administrative offices were transferred to the Pacific Electric building in Los Angeles in 1914. In 1910, a new carbarn was constructed at First Street and Platt Avenue, a block south of Tulare.

1911 Southern Pacific then continued with the car line expansion program, beginning with the Blackstone Avenue line which was extended north from Belmont Avenue to the Zapp's Park amusement center at Olive Avenue in 1911. The Fulton line, was next, and was extended west on Olive Avenue in 1912. This route was known as the Roeding Park line, as it cut diagonally across that facility and ended at a cemetery across Belmont Avenue. Further extensions of the Fulton line continued in 1914 with a line north on Wishon Avenue (a continuation of Fulton Avenue, 3 block to the west) to a company owned amusement park on the San Joaquin River, called Fresno Beach. This route extended all the way up Wishon Avenue, then west on Shaw Avenue, north on Forkner Avenue, then about one mile further west, descending the bluffs of the river to the park. Service at approximately hourly intervals was operated to the beach, but frequent streetcar service was operated to Andrews Station, a couple of blocks north of an under crossing of the **AT&SF** main line. Also in 1914, the Arlington Heights Line was built. This was a branch off the Recreation Park Line that continued west on Tulare Avenue from 'R' Street to First Street, then south to Huntington Avenue. This short line was run independently of the Recreation Park and Sunnyside service, starting at the SP Depot.⁴

Fresno Interurban

1914 The **Fresno Interurban Railway** was incorporated on April 1, 1914 for the purpose of building an electric interurban line between Fresno and Clovis. **FITCo** never made it to Clovis (this town northwest of Fresno being served by an **SP** branch line), but it was extended to the community of Fowler Road (a couple of miles north of Centerville), some 17 miles east of Fresno. The company's first line was in the City of Fresno, and began at Fresno and Belmont, north of downtown, and was built to downtown via Belmont, Valeria, Merced, 'J' (Fulton), using **FTCo** tracks, Inyo, 'L' and Hamilton to the city limits (at First Street-?). From Fresno and Belmont Avenues, the line also extended northward to McKinley (passing the city limits 3 mile north of Belmont), and passenger service was initiated between this point and Merced and Fulton in June of 1914 using a Hall-Scott gasoline motor car. Work then began on the eastward extension, with a route along Floradora Avenue, then at Chestnut, it curved north to McKinley Avenue, which it followed to its eventual eastern terminal. But before this line got very far, the company secured a franchise from the City of Fresno for a line to Fresno State College. The line was then extended from the Fresno-McKinley terminal, via McKinley, Blackstone and Weldon to the FSC campus at Del Mar. The route from downtown to FSC was electrified and operated with two cars rented from the United Railways of San Francisco, on August 1, 1916. Construction then continued on the Fowler Road extension, reaching Academy Road in September, 1917. At this time service was initiated on this line using the Hall-Scott motor car. It is unknown how long service to FSC ran, but all streetcar service ended in July of 1918, as electric power service was curtailed for failure to pay past due bills. At this time, service was being operated only between Fresno and Belmont and the Hamilton-City Limits terminal. By order of the California Railroad Commission, a substitute automobile service was instituted on July 26, 1918, using a rented vehicle. It is unknown how long the automobile service continued, but on December 21, 1918, **FITCo** was authorized⁵ to discontinue the streetcar service, which, except for the tracks on Hamilton, was within three blocks of an **FTCo** route.

1922 **FITCo** eventually went into receivership. By 1925 all of its outstanding stock was held by the Santa Fe Land and Improvement Co. In 1926, the CRC authorized the **AT&SF Railway** to lease the **FITCo** trackage and acquire the stock from **SFLCo**.⁶ The **AT&SF** added connections to its main line as well as to **SP** branch lines and eventually merged the operation into itself. The Floradora-McKinley route continues in existence as an **AT&SF** branch line today.

Downtown Street Name Changes

1916-1923 By action of the City Council, several streets in the central area were renamed. 'I' Street became Broadway on January 7, 1919, 'J' became Fulton Street on September 20, 1923 and 'K' Street became Van Ness Avenue on April 5, 1916.⁷ Forthcamp Avenue, an extension of 'J' Street north of Divisadero Street, was also renamed Fulton.

OPERATION OF FRESNO TRACTION AND THE FIRST BUSES

The First Buses

⁴ *When Fresno Rode the Rails*, op. cit.

⁵ 16-CRC-298, D-5999, A-3956, 12-21-18

⁶ 27-CRC-788, D-16920, A-12649 and A-12559, 3-24-26

⁷ Ben Walker History Files, a Collection of Newspaper Clippings, c1870's to 1950's, Fresno County Historical Society, Fresno, CA

1914 Even before **FTCo** completed expansion of the streetcar system, jitneys began operating on the streets of Fresno. In 19__ the City began regulating these operators, and one of the permits was issued to the **Belmont & Arlington Heights Bus Company**, which is known to have operated as early as 1914. This service is believed to have operated between downtown and Arlington Heights, which is located northeast of the downtown section north and east of Tulare and First streets, and boasted a population of 3,500.⁸

1916 Local residents had petitioned **FTCo** to build a streetcar line to serve Arlington Heights, but the company was unwilling to comply, due to economic conditions at the time. Apparently the City considered the **B&AH** service to be unsatisfactory, as it advised **FTCo** that it would have the jitney service discontinued if the company would operate a bus service between this community and the end of its Arlington Heights line at First and Tulare Streets. Accordingly, **FTCo** acquired a Chevrolet touring car and contracted with one of the Fageol brothers to construct a passenger carrying trailer. The work was completed at **PE**'s main shops in Torrance; this vehicle was a tractor-trailer affair, and the roof that covered the trailer/passenger section extended over the driver's position in the tractor section (except when going around corners). As many as four units may have been constructed in this manner; it is known that at least one more unit, with a Case tractor section, was constructed for the **Peninsular Railway** in San Jose. A second Fageol unit was added to the **FTCo** fleet to provide supplemental or relief service. This is believed to have been a Peninsular unit, of which there may have been two.

1916 Service was initiated on the Arlington Heights extension in 1916, and it ran from the end of the Arlington Heights carline at First and Tulare, via First and McKenzie Avenue [apparently] to Ninth. The service was successful, and appears to have continued until 1923, when, with the improvement of the financial outlook, **FTCo** extend rail service to the area. At that time the bus service was discontinued.⁹

Operation of the Streetcar System

1910 **Equipment** **FTCo**'s fleet originally consisted of wood construction California-type cars (closed center section and open ends), all acquired by **FTCo** or one of the predecessors. But after **SP** took over, cars were acquired and owned by the **SP** Equipment Trust. In 1912 **FTCo** got its first steel cars, when four of **SP**'s order of 36 Hadley-Doyle Stepless cars arrived. Of the other cars, 20 went to **PE** (although that company ended-up with 30) and six each went to San Jose and Stockton. Next came single truck Birney Safety Cars: 17 new cars, five in 1919 and 12 in 1920, plus two used from Stockton in 1936. The final addition to the fleet was 12 double truck Birneys, which arrived in 1925. By 1930, ridership had declined to the point that three of these cars were no longer needed, and they were transferred (by **SP**) to **PE** in that year. By 1934, all service was provided by the 19 single and remaining nine double truck birney cars, the latter running on the two Fulton Avenue lines.

1918 **Fares** From its inception **FTCo** had been charging the traditional 54 fares on its car lines within the city; fares to Sunnyside were 104, to Pinedale 204 and to Fresno Beach 304. The base fare lasted until 1918 when it was raised to 64..¹⁰ In 1927, it was raised to 74, with three tokens for 204.¹¹ School fares were set at 22 4 in 1912, at 2: 4 in 1926 and 32 4 in 1927.

1920 **Single Track in West Fresno** One of the sets of double track on West Fresno St. between Kearney and the terminal at California was eliminated in February of 1920. Thereafter, single track operation prevailed on this section of the West Fresno Line.¹²

1920 **Fulton Avenue Extension** In 1920 the final extension of the Fulton Line was completed as a continuation of the Wishon route directly north from Shaw Avenue (where Fresno Beach cars turned west) to the saw mill site of the Sugar Pine Lumber Company in Pinedale, some eight miles north of downtown. There, a connection was also made with the Minarets & Western, a railroad constructed by the lumber company (in which the **SP** had an interest) from Pinedale to logging and recreation sites in Madera County. Approximately hourly service was operated on this branch.

⁸ Perhaps Arlington Heights. is southeast of the CBD, as newspaper article reports bus going past 3211 Tulare St.; could've been a "U" shaped route.)

⁹ Harrison, James Original manuscript

¹⁰ 15-CRC-1107, D-5727, A-3806, 8-26-18

¹¹ 30-CRC-216, D-18656, A-12653, 7-21-27

¹² 17-CRC-737, D-7093, A-5263, 2-5-20

1922 Resettlement Franchise In May of 1922, the California Railroad Commission authorized **FTCo** to abandon previously granted franchises from the City of Fresno and receive in lieu a single franchise good for *(50 years?)*. At the same time, the Commission issued a new consolidated operating certificate.¹³

1923 McKenzie Avenue and North Fresno Extensions In 1923, the two final city lines were constructed. The first was the long awaited rail service to Arlington Heights. Instead of using the old bus route, and extending the Arlington Heights line from First and Tulare via First and McKenzie, **FTCo** constructed tracks on McKenzie from Fresno to Ninth, and the McKenzie thus became a branch of the Fresno Avenue service. Although it originally ended in downtown at the SP Depot, it was later rerouted to cover the West Fresno Line. The second (and final) extension was an expansion of the (north) Fresno service from Belmont to Olive. This route covered the former trackage of the **FITCo**, and may have used abandoned trackage. **FTCo's** operating certificate was not amended to include these two extensions until 1927, however¹⁴

1927 The 1927 Reroutings As a part of the 1927 fare increase hearing, Railroad Commission engineers completed an operational analysis of the company's services. A number of the reroutings and service consolidations that were recommended by the CRC were put into effect that year. The Arlington Heights line was absorbed by the Blackstone-Recreation Park Line, which was then the only line operated to SP Depot. The route along 'U' and Huntington between Ventura and First was abandoned and replaced by the Arlington Heights route via Ventura and First. The two Fulton lines (Roeding Park and Wishon) were extended down Fulton to Hamilton, and the McKenzie Line was combined with the West Fresno Line. The North Fresno-'F' Street Line and the Sunnyside, Pinedale and Fresno Beach shuttles were unchanged.

1929 Early Abandonments The first of the streetcar abandonments was the Sunnyside shuttle.¹⁵ On July 10, 1929 passenger service on Ventura between Maple and Clovis was discontinued, although freight service continued until 1934.¹⁶ The Fresno Beach and Pinedale services were cut back to Herndon in 1930,¹⁷ and to Andrews Station (the Wishon Line terminal) in August of 1932.¹⁸ There were no further changes until the final streetcar abandonments in 1939.

Harvey Avenue-Hazelwood Bus Company

1922 Early Independent Buses Harvey Avenue is four blocks north of Belmont, which in turn is four blocks north of McKenzie, where the **FTCo's** bus and later car line ran. The **Belmont & Arlington Heights** jitney service may have been the beginning of the demand for a bus service on Harvey Avenue, which is known to have begun by 1922.

1927 In addition to the **B&AH route, a second company going by the name of **Hazelwood and Cedar Park** operated to the Hazelwood area which is south and east of downtown. Its route was via Tulare, 'R' and Ventura. This line could have operated as early as 1927, as that is the date when the Recreation Park Line trackage on 'R' and Huntington was eliminated.**

1932 HA&HBCo Formed By 1932, the **Harvey Avenue-Hazelwood Bus Company** had been established for several years, and had a "U" shaped route serving the Arlington Heights and Hazelwood districts; it operated on City permits, even though it extended past the city limits for a short distance at both ends. At that time, the company was owned by Louis Decker, who when advised that permission from the state was required, promptly applied to the Railroad Commission for the proper authority. During the course of the hearing on this application, Decker stated that the bus service had been operating for about ten years. The Harvey-Hazelwood service would appear to be an amalgamation of the previous **B&AH** and **H&CP** operations, although the latter is not definitely known to have operated continuously.

¹³ 21-CRC-669, D-10401, A-7705, 5-3-22

¹⁴ 29-CRC-455, D-18065, A-13371, 3-14-27

¹⁵ 33-CRC-145, D-21192, A-15437, 6-6-29

¹⁶ 39-CRC-863, D-27055, A-19418, 5-14-34

¹⁷ 37-CRC-531, D-22817, A-16783, 8-28-30

¹⁸ 37-CRC-721, D-25009, A-18126, 8-1-32

1932 CRC Certification On November 7, 1932, the CRC authorized Louis Decker dba **HA-HBCo** to legally operate a bus line . The authorized route operated through downtown on Van Ness (one block east of Fulton) and followed the old **Fresno Interurban** route via Merced, but ran on Valeria instead of Thesta, then on Belmont to Millbrook; return route was via a loop on Millbrook, Harvey, First, White and Thesta to Belmont. The Hazelwood end of the route ran via Van Ness, Kern, 'O', and Butler to 11th, with a return loop via 11th, Liberty, Sixth, Lowe and Second to Butler.¹⁹

7-36 Sierra Vista Line On July 22, 1936, Decker was authorized to sell his rights to L. G. Bartholomew²⁰ Late in 1936, Bartholomew applied for a route to serve the Sierra Vista area; this tract lies due west of Arlington Heights and Cedar Avenue (formerly 12th Street), and was not adequately served by the McKenzie car line (which ended at Ninth St.). Bartholomew was granted authority for the route on January 4, 1937²¹, but on January 25, 1937 the CRC revoked the rights²². Later, Bartholomew sold the company to George Harm and William Ritchie,²³ and the latter reapplied for the Sierra Vista route in 1938. In this application, **FTCo** opposed the new service on the basis that it would operate within two blocks of its McKenzie car line. On August 1st, the Commission granted **HA-HBCo** the Sierra Vista route, which started at Fresno and 'M', looping via 'M', Tulare, Van Ness, and Fresno, then via 'M', Mariposa, Angus, and Illinois to Barton, with a loop through the tract via Illinois, Chestnut, Belmont, Sierra (Vista), Washington and Barton back to Illinois. To protect patronage on the McKenzie Car Line, the **HA-HBCo** Sierra Vista line was restricted against carrying local passengers between downtown and Illinois and 12th.²⁴ Mr. Harm told reporters of August 8th that service would begin as soon as two buses could be acquired, which he estimated to be within 30 days. One-way fares were set at 74.²⁵

11-38 Palm Ave. Line Later in 1938, Harm and Ritchie applied for another new route; this one was to run on Palm Avenue, a major north-south street on the north side of town, half a mile west of and parallel to Wishon Avenue. This route was to operate between downtown and Palm and Dayton. The disposition of this request became involved with the application of **FTCo** for the abandonment of rail service, as described below.²⁶

1938 Equipment The only information available relative to the type and number of buses that **HA-HBCo** ran is from of Edward Hamm, author of *When Fresno Rode the Rails* (Interurban Press, 1979), who recalls seeing green and white conventional buses operating in the city in the late 30's; he believes that these were the Harvey-Hazelwood buses and that there were about three such vehicles.²⁷

The End of Rail Service

¹⁹ 38 -CRC-909 A-25332, D-18417, 11-7-32

²⁰ 40-CRC-866, D-29005, D-20669, 7-22-36

²¹ 40-CRC-873, D-29426, A-20799, 1-25-37

²² 40-CRC-874, D-29493, A-20709, 1-25-37

²³ -CRC-, D-30166, A-21473, 9-27-37

²⁴ 41-CRC-531, D-31161, A-21677, 8-1-38

²⁵ *The Fresno Bee*, 8-3-38

²⁶ CRC, A-22225, c 11-38

²⁷ Letter, Edward Hamm, Jr. to James Gibson 3-29-90

1922 Requests for Service Expansion In 1922 the City of Fresno granted **FTCo** a new franchise replacing all previous permits; its duration was for 50 years. As the 1920's progressed, Fresno continued to grow beyond the terminals of the street railway lines. The City insisted that **FTCo** extend its carlines into new areas as they became populated. Apparently bearing in mind its experience with the McKenzie Avenue route, its last rail extension, the **Company** declined all such requests. The City believed that **FTCo's** exclusive franchise required the Company to serve all areas of the city. After passing appropriate ordinances requiring the extensions, and getting no response from **FTCo**, the City filed a complaint in 1925 with the CRC asking that body to require **FTCo** to make the extensions. In 1927, the Commission finally ruled that it did not have jurisdiction in this matter, and could not require the desired extensions.²⁸

1937 City Pressure for Rail Replacement During the 1930's, **FTCo's** earnings declined along with patronage, as more and more riders turned to their private automobiles. As city franchises and CRC permits were granted to **Harvey-Hazelwood** and **Moyers Stages**, the management began to get the picture that if it didn't do something to serve the new areas of the city, other carriers would! Although **FTCo** had a valid franchise to run streetcars in Fresno until 1972, the City Administration began to agitate for the company to replace streetcars with buses so that service could be expanded into new areas of the city. Moreover, they wanted to have the tracks removed and the streets repaved. **SP** was reluctant to comply, as the 50-year franchise required **FTCo** to remove all rails, wires and poles from the city streets in the event it should stop operating streetcars. In the mid-30's, it was estimated that this removal would cost about \$100,000! In June, 1937, the City proposed to the **SP** that a bus replacement program be carried out, with the City taking care of rail removal and street repaving, which it planned to do with Works Project Administration (WPA) labor. In response to this action, **SP** completed an internal study that showed that the cost of needed repairs to continue rail operations would be about \$63,000, while complete bus conversion would amount to \$212,000, which would include the purchase of 11 30-seat and 15 25-seat buses. The railroad conducted further studies that indicated that although the streetcar operation would generate annual operating revenue of \$35,000, an all bus operation would produce about \$60,000! Apparently **SP** was pleased with the success of its streetcar to bus conversion program in San Jose, as on September 1, 1937 **FTCo** began negotiating with the City of Fresno for a bus franchise. Several issues, however, prevented a prompt agreement between the two parties.

6-38 Freight Service Even after elimination of regular freight service by **FTCo** on the Sunnyside Line in 1934, service was maintained to the Mosesian family's San Joaquin Winery and Distillery, located on Ventura near Peach. Operation of the seasonal winery service was turned-over (at least on paper) to the neighboring (and also **SP** owned) **Visalia Electric Railway**, which provided service between the winery and an **SP** interchange at First and Tulare (adjacent to the **FTCo** carhouse). (This appears to have been a "bookkeeping" measure, as the actual operation was handled by **FTCo** personnel and equipment.) Although the winery was east of the city limits at the time, switching movements operated over the former Sunnyside and the Recreation Park carlines. Residents along fashionable Huntington Boulevard complained, and it was discovered that no franchise had been issued for the freight operation.²⁹ The city then ordered the service discontinued. Not wanting to anger city officials when it was trying to negotiate a favorable bus franchise or to lose a customer that generated \$10,000 in revenue to the **SP** in 1937, railroad management was reluctant to break the status-quo. Eventually, the **SP** did apply to the ICC for permission to abandon the line, but that agency declined, on the basis that such action would leave an important shipper without rail service. Finally **SP** reached an agreement with the winery for the railroad to build a spur line from its Sanger Branch (which runs along California Avenue, about a half-mile south of Ventura) parallel to Peach Avenue and into the winery property. This spur was reported to cost \$25,000 to construct³⁰.

1938 Transportation of Letter Carriers In the mid-1930's, a California law required all transportation companies to carry U. S. Post Office letter carriers free of charge on street railways. With the abandonment of streetcar service that had occurred in the 1920's and 30's, it had been determined that this requirement did not apply to city bus operations. Fresno Postmaster Charles Hood intervened in the bus franchise negotiations through Mayor Frank Homan, objecting the bus substitution plan on the basis that his carrier's transportation would have to be paid for if the streetcars were replaced. Although **SP** management learned that most California operators that converted from rail to bus had discontinued the free Post Office transportation service, its position was not strengthened by the fact that **Harvey-Hazelwood** was providing this free service on its buses in Fresno. Eventually Postmaster Hood succumbed to the realization that the mailmen's bus fares would have to be paid. In true bureaucratic fashion, the postmaster requested a cost estimate for the proposed bus fare. **FTCo** submitted a bid of \$3,300 per year, which would be about 6.44 per boarding (the cash fare was 7¢ at the time). The Post Office Department in Washington declared the bid to be too high, and demanded a reduction. On the basis of the experience in San Jose under similar circumstances, **SP** management recommended a 10 percent reduction in the bid. **FTCo's** bid was then reduced to \$3,000 per year, and it was accepted by the Post Office Department.

12-38 The New Franchise With all obstacles out of the way, the City of Fresno issued a new franchise to **FTCo** on November 25, 1938 which became effective on December 25, 1938. It allowed operation of a bus system for 15 years, and required that streetcars would be replaced by buses within six months. All tracks, poles and electric overhead construction in the streets were to be turned over

²⁸ 29-CRC-592, D-18164, C-2187, 4-1-27

²⁹ *The Fresno Bee* 6-30-38

³⁰ *The Fresno Guide*, 9-1-38

to the city "were is, and as is."

1-38 Pacific City Lines Formed In January of 1938 **Pacific City Lines** was incorporated in the State of Delaware for the purpose of acquiring transit operations on the Pacific Coast. The original share holders included Yellow Truck & Coach, Bush & Company, City Coach Lines and National City Lines; later stockholders included Mack and Firestone as well. Mr. R. K. Jefferies, of **NCL's** Mobile, Alabama property was made **PCL's** Vice President, and commenced a property acquisition program.

1938 Early PCL Activity No documentation has been found as to how early **PCL** first approached **SP** on the sale of its California properties. But it could properly be imagined that it would have occurred almost immediately after the firm was organized. **PCL's** initial enthusiasm for acquiring the Fresno property must have waned, though, as soon as Jefferies discovered the track removal clause in **FTCo's** 50-year franchise. While **SP** was taking care of this impediment, **PCL** turned it's attention to other areas. **PCL's** first acquisition was the Butte, Montana property which **NCL** had acquired from the Anaconda Copper Mining Company in September of 1937. Butte City Lines was transferred (sold) to **PCL** on June 1, 1938.

Fresno Traction Applies to Discontinue Rail Service

11-38 The Bus Replacement Plan Contrary to current popular beliefs, surviving correspondence indicates that idea of replacing streetcars in Fresno was entirely that of **SP**. All applications for discontinuance of rail service in Fresno were accomplished under the name of **Fresno Traction Company** and under the direction of **SP** personnel, specifically T. L. Billingsley. Billingsley was listed as General Superintendent for the San Jose, Stockton and Fresno properties, as well as **Visalia Electric**; his headquarters were at 65 Market Street (the **SP** Building) in San Francisco. Also involved were **SP** Vice Presidents A. D. McDonald and C. R. Harding. Even though **PCL** may have been negotiating with **SP** to purchase Fresno during 1938, there was no certainty that an agreement would be reached. It is clear that **SP** considered the Fresno bus replacement program to be an extension of the San Jose program (which was carried out between 1936 and 1938), and that it planned to operate **FTCo** as a bus system itself, if it didn't find a satisfactory buyer.

1938 Abandonment Application With a new bus franchise for service within the city limits secured, the **Traction Co.** immediately applied to the Railroad Commission for authority to exercise the new franchise, for authority to operate certain bus routes outside the city limits and replace all streetcar service with buses.³¹

12-38 FTCo's original CRC application was for the replacement of the five car lines, and for a new line on Palm Avenue, in competition with the **Harvey Avenue-Hazelwood Bus Company** application for a similar route, which **FTCo** protested. Hearings were held on these applications in December, 1938 and January, 1939. Being desirous of having a single bus operator in the city, Mayor Homan persuaded **SP** and Harm-Ritchie to reach an agreement on the sale of the Harvey-Hazelwood operation to **FTCo**. On February 2nd, **FTCo** and **HA-HBCo** jointly applied to the CRC³² for the latter to sell its operative rights for the **Harvey Avenue-Hazelwood Line** to **FTCo**. *The Fresno Bee*³³ reported that **FTCo** agreed to pay Harm and Ritchie \$10,000 for their operating rights; no equipment was involved. Harm and Ritchie also applied to the CRC for permission to abandon its new Sierra Vista Line (this territory would be served by an extension of **FTCo's** McKenzie Avenue Line), and to dismiss its application for a route on Palm Avenue. The City of Fresno supported **FTCo's** application before the Commission, as it was desirous of having tracks and overhead wires removed as soon as possible. On February 8, 1939,³⁴ it was reported that **SP** expected to have buses in service by April 15th. For the new bus operation, **FTCo** proposed to acquire 26 new buses, and **SP** promised to place the order for new buses as soon as the CRC decision was handed down. The **SP** stated that it expected delivery of new buses to take 60 days; this was unacceptable to Mayor Homan, who was anxious to get the replacement program under way. He asked **SP** to bring in some buses from San Jose, so that the service could start as soon as possible.

2-39 CRC Approval On February 14, 1939 the Railroad Commission approved the **FTCo** and **HA-HBCo** applications.³⁵ **FTCo** was to replace the five car lines with five new bus lines, including a route on Palm Avenue; the Company was also to acquire the Harvey Avenue-Hazelwood Line of **HA-HBCo**, and continue identical schedules and fares thereon.

Authorized Routes The five routes authorized by the CRC were:

Fulton-Wishon To follow the route of the car line from Inyo and Fulton in downtown to Wishon and Fountain, a block north

³¹ CRC Application 22255

³² CRC Application 22570

³³ *The Fresno Bee*, 2-8-39

³⁴ *The Fresno Bee*, 2-8-39

³⁵ 41-CRC-911, D-31739, A-22255, 2-14-39

of the Andrews Station terminal of the car line. Buses were to divert off Wishon between Princeton and Shields, as there was no paralleling paved roadway under the **AT&SF** tracks comparable to the car line subway.

Fulton-Olive This line attempted to combine the old Fulton-Roeding Park route with the new Palm Avenue line. Although streetcars had traveled on Olive between Wishon and where the SP Main Line and U. S. Highway 99 crossed, the new bus line used it only between Palm and Arthur (six blocks). The new line was to start at the south end of Fulton, then go up Fulton to Belmont, and then over to Palm. From there it was basically to follow Palm north to Shields, except for a diversion out Olive and back Hedges (one block north), for the purpose of serving the old Olive Avenue territory.

Recreation-Blackstone The new bus line was to follow the route of the carline exactly, except that turn around loops were to be provided extending service on either end. On the Blackstone side, the loop continued north to Home Avenue to the Fresno State College Campus; at the Ventura end, the loop was to extend eastward to Whitney Avenue.

McKenzie-Fulton This bus line was to cover only half of the McKenzie-West Fresno car line--that part from downtown to McKenzie and Ninth; from the former streetcar terminal, the new bus loop was to extend east to Backer Avenue, covering the Sierra Vista loop of the **Harvey Avenue-Hazelwood Bus Company**.

East and West Fresno This new bus line was to cover the north end of the East Fresno-'F' Street line and the west end of the McKenzie-West Fresno line. On the north end, the turnaround loop was to extend service only a couple of blocks north of the former rail terminal. On the other hand, West Fresno service was to travel southwest on Fresno Street almost to the rail terminal at California; service on 'F' Street between Fresno and California was to be eliminated, but the area was to be partially served by looping the new route back east on California from Fresno to 'F'.

3-39 Implementation of New Bus Service In response to Mayor Homan's request,³⁶ a number of buses (possibly model 30-R Twin Coaches--stated to be 33 feet long) were transferred from the **SP** owned **San Jose Railroads** to **FTCo** arriving there on March 1st. They were used initially for driver training and for service on the first rail replacement. The first route to be converted was the McKenzie-West Fresno Line, which occurred on March 5, 1939. (An article in *The Fresno Bee*³⁷ claims that service started on March 4th--a Sunday.) Buses ran every 15 minutes from 6:00 AM to 6:00 PM, then at 20 minute intervals until midnight. Apparently, the initial bus routing followed the former streetcar route (between McKenzie-Ninth and Fresno-California) rather than the authorized route of the McKenzie Avenue bus line (as described above), because the latter was to be extended to cover the routing of the **HA-HBCo** Sierra Vista line which was to be (but had not yet been) discontinued. Further, the McKenzie Avenue Line was to end in downtown, with the West Fresno route to be covered by a through-routed East (North) Fresno Line. On March 31st, **HA-HBCo's** Sierra Vista Line was discontinued, and the next day the McKenzie Avenue line was extended over a loop in the Sierra Vista tract via McKenzie, 12th (Cedar), Illinois, Backer, Grant, 12th and McKenzie. On March 17th, City workers began removing the first rails from the street starting at the end of the West Fresno line (at California). On that same day *The Fresno Bee*³⁸ reported that ten new buses had arrived on the property on March 15th. Superintendent Billingsley declined, however, to state where the buses would be used.

3-39 PCL Acquisition of FTCo On March 20, 1939, the **PCL** Board of Directors approved the purchase of the San Jose, Stockton and Fresno properties from **SP**. The next day³⁹ the sale was made public, with an expected completion date of April 1st. *The Fresno Bee* reported the purchase price (*for FTCo or all three?*) to be \$500,000. A joint announcement was made by **SP** and **PCL**, which stated that Mr. Billingsley would remain with the railroad. Supervision of **FTCo** would be under Mr. W. E. Cann, with headquarters in San Jose; Mr. E. C. Devereux was appointed local superintendent. The announcement of the sale greatly upset City officials, who thought they had a contract with **SP**, but the City's agreement was with **FTCo**, a California corporation. California law did (*does*) not regulate the sale of stock of corporations; as the obligations of a corporation are valid regardless of stock ownership. On this same day, (March 21st) work on converting the **FTCo** car barn to a bus garage was stopped (and never resumed).

3-39 Disposition of FTCo Equipment The sale of **FTCo** by **SP** to **PCL** included neither equipment nor real property, all of which was actually owned by **SP**. The nine remaining double truck Birney cars were sold to **Central California Traction Company** for use on its Colonial Heights Line in Sacramento; the single truck Birneys were sold locally for other uses. The carhouse at First and Platt was leased to **FTCo** for a period of one year, for temporary use as a bus garage. A monthly rental of \$170 was stipulated, and **PCL** gained occupancy on April 1, 1939, the date of sale completion.

³⁶ *The Fresno Bee*, 3-4-39

³⁷ *The Fresno Bee*, 3-4-39

³⁸ *The Fresno Bee*, 3-17-39

³⁹ *The Fresno Bee*, 3-21-39

3-39 PCL's First Buses The mysterious buses referred to above as having arrived on the property on March 15th were ten model 716 Yellow Coaches that were brought in to Fresno from **PCL's** subsidiary in Butte, Montana. The implication of this action is of course that **PCL** and **SP** must have reached an agreement on the sale of **FTCo** around March 10th. Before the end of March (following being outfitted to meet CRC safety requirements), the 716's were pressed into service on the West Fresno-McKenzie-Sierra Vista line.⁴⁰ The initial operation of this line was rather awkward, as only every other McKenzie bus continued on to serve the Sierra Vista loop. The remainder ended their runs at Ninth and McKenzie (the old rail terminal). But to make matters worse, the dictates of the schedule were such that loop buses arrived at Ninth-McKenzie three minutes after the departure of the proceeding (short line) bus, and took layover for the remainder of the headway cycle. This situation caused much unrest among inbound morning peak riders; this particular short line operation (not being particularly productive) was eventually eliminated. Use of the 716's made no friends for the new owners, as there was an immediate outcry from patrons who had already gotten accustomed to the larger San Jose buses. The 716's were referred to as "Jitterbug" and "cheap" buses by riders who had been riding on single truck Birney cars not three weeks earlier. **PCL** Vice President Jefferies promised that newer and larger buses would arrive "in the next shipment." He also stated that a shipment of similar (to the 716's) small buses were to be shipped from [the Yellow Coach Plant in Pontiac [Michigan] to Fresno on April 3rd.

4-39 San Jose Buses The San Jose that had been used by **SP** to start service on March 5th, were described as being light yellow in color (which would be a simplified description of the **SJRR** paint scheme). Upon arrival of the 716's [it is believed that] the San Jose buses were returned to **SJRR**, and at this time were [probably] repainted into the **NCL** paint scheme of caramel, orange and white and renumbered. When **FTCo** commenced operation of the former Harvey-Hazelwood route of **HA-HBCo**, on April 1, 1939, more of the **PCL** 716's were put into service.

4-39 New Buses The new buses referred to by Jefferies [above] turned out to be Twenty new Yellow Coach model 1204's. Judging by the fleet numbers (836-855), these buses must have originally been part on an **NCL** order for some other property. But in any case, they were consigned and delivered new to Fresno, where they arrived before the end of April, in time for outfitting before being used on the next round of rail replacements.

4-39 April Replacements Even though the new bus routings that were approved by the CRC hadn't yet been put into operation, city officials petitioned **FTCo** to consider some modifications. The revised routings were put into effect when the **EAST FRESNO-F ST.** and **BLACKSTONE-RECREATION** car lines were converted to bus operation on April 30th. The routings of the **HARVEY-HAZELWOOD** and **WEST FRESNO-McKENZIE-SIERRA VISTA** lines were also modified at this time. The **McKENZIE** line was through routed with **RECREATION PARK, BLACKSTONE** was combined with both the **WEST FRESNO** and **F ST.** routes (operating each as a branch), the **EAST (North) FRESNO** route was combined with a new routing to the southern part of Fresno, while the **HARVEY** and **HAZELWOOD** lines remained coupled. All routings included at least some additional route variation from the February 14th CRC Decision; these changes were authorized by the CRC on April 25th.⁴¹ *The Fresno Bee*⁴² reported that 20 buses were on hand for the new services, and that the Wishon and Roeding Park car lines were not converted at that time because the company was waiting for larger buses. Although larger new buses were ordered for Fresno, **PCL** didn't want to wait for them, and swapped the now un-needed 716's to San Jose for five model 30-R Twin Coaches (2245-2249) (possibly the same vehicles that had initiated bus service in March). Details of the April route changes are given below:

BLACKSTONE-WEST FRESNO: The 'Blackstone' line was through routed with 'West Fresno' line instead of the **Recreation** line: via "CRC" **Blackstone** route to Fulton-Fresno, then via Fresno to 'F', then two branches: one via Fresno to Jones, looping via Jones, Merced, Irwin and Fresno; the other branch via 'F', and Ventura to 'C', looping via 'C', California, Mayor and Ventura. The 'Recreation' line was through routed with the 'East Fresno' line.

EAST FRESNO-LILY: The 'East Fresno' line was through routed with 'Lily' line to south Fresno instead of 'West Fresno' line. Via the CRC 'East Fresno' route to Fresno-Fulton, then via Fulton, Cherry, and California, looping via Rose, Belgravia, Lily and California. The 'West Fresno' line revised and through routed with the 'Blackstone' line.

McKENZIE-RECREATION: The 'McKenzie' line was through routed with 'Recreation' line instead terminating downtown: The **McKenzie "Sierra Vista"** loop was extended one block east from Backer to Sierra, with a loop via 12th, Illinois, Sierra, Grant, and 12th to McKenzie, then via McKenzie, Orchard, and Tulare to Fulton (instead via McKenzie, Fresno and Fulton to Tulare). Continuing on the 'Recreation' line via Fulton, Ventura, First and Huntington to Barton, looping via Huntington, Maple, Mono and Barton (instead of via Tulare, First, and Huntington to Whitney).

HARVEY-HAZELWOOD: Turnaround loops and downtown access routes were changed on both lines: on 'Harvey' line, service on White was moved one block south to Belmont, with buses looping outbound via Belmont, Millbrook, Harvey and First to Belmont, then via Belmont and Fresno to Fulton (instead of via Belmont, Valeria, 'M' and Kern to Fulton, then via Kern and 'H' to

⁴⁰ *The Fresno Bee*, 3-30-39, 4-8-39, 4-10-39

⁴¹ 42-CRC-868, D-1962, A-22228, 22255 and 22570, 4-25-39

⁴² *The Fresno Bee*, 4-30-39

SP Depot). Continuing, buses traveled via Fulton, Hamilton and Third to Butler, looping via Butler, Eighth, Lowe and Third (instead of from Fulton-Kern via Kern, 'O', and Butler). In the process, the 'Hazelwood' loop was cut-back from 11th to Eighth.

5-39 The San Jose Twins On May 22nd,⁴³ with the Twins back in town, the Roeding Park and Wishon car lines were replaced by buses. The San Jose Twins were used on the heavier Wishon Line, and the 1204's served the other lines.

5-39 Rail Removal Although some rail removal occurred in early March, the project began in earnest on May 1st, and was completed on August 6th. The City removed the tracks and paved street areas at its own expense. The salvage value of this equipment was greater than the cost to remove it, as labor was furnished by the Works Progress Administration. The City made a profit of \$13,000 on the sale of the rail, which it was learned later, was sold to a Japanese broker. Subsequently, this became a hot political issue, but in 1943 it was learned that the rails were intended for use in a re-railing project at a mining location on one of the smaller Japanese islands. A post-war story appearing in *The Fresno Bee* reported that a supply of used rail (believed to include the Fresno tracks) was discovered in a stockpile on a Japanese island near the end of the war.

NATIONAL (PACIFIC) CITY LINES OPERATIONS

Fresno City Lines Formed

6-39 As described earlier, ownership of **FTCo** was transferred from **SP** to **PCL** on April 1, 1939, and all rail to bus conversions took place under the **Fresno Traction** name. The 716's from Butte and the new 1204's were all painted in standard **NCL/PCL** colors of caramel and sand, with white roofs and trim. Indications are that the San Jose Twins were operated during their March visit to Fresno in their old **SJRR** colors (of cream with black stripes?), however, they are known to have been repainted by the time of the May 22nd substitutions. Initially, there were no emblems or lettering on the sides of buses. There was no **FTCo** emblem, as **SP** never had the opportunity to order any buses; **PCL** intended to call the operation **Fresno City Lines**, and was not likely to go to the trouble of creating any **FTCo** graphics. Until **PCL** changed the corporate name, its Fresno operations were required to continue under the **FTCo** name. The articles of incorporation of **FTCo** were, however, finally amended on June 5, 1939 to change name to **Fresno City Lines, Inc.**, and shortly after that time the familiar **NCL** herald began to appear on **FCL** buses. It was not until a month later (July 6, 1939) that the name was changed on tariffs filed with the CRC.

Adjustments and Fine Tuning

6-39 Equipment On June 27, 1939⁴⁴ **FCL** was authorized to issue a promissory note, and a loan of \$79,908 was acquired for the purchase of the 20 Yellow Coaches (Nos. 836-855) from **NCL**. The ex-Butte 716's were at Fresno a very short time after the arrival of the 1204's. Made surplus by these newer buses, 251 and 376-381 were transferred (probably in May or June) to San Jose, to replace the five Twin Coach 30-R's. Although this was ostensibly a loan, the 716's were never to return to Fresno. The other two ex-Butte buses, 401-402 stayed around until March of 1940, when they were sent back to Montana. The reason for the short stay of these buses was their size and unpopularity with Fresno riders. Even the 24-passenger 1204's were inadequate for some loads, and at least 14 of them were stretched by one (window) bay, and their capacities were increased to 29 seats.

8-39 Franchise Adjustments On August 7, 1939, the Fresno city franchise was amended to provide for a fare of 54 plus 14 for a transfer, instead of the rate of 74 or 4 tokens for 254 previously in effect. Consideration for the reduction was the elimination of a tax payment to the City of 2% of the gross receipts annually, and instead **FCL** agreed to pay a license fee of \$40 a year for each bus operated on regular schedules.⁴⁵

⁴³ *The Fresno Bee*, 5-19-39, 5-21-39

⁴⁴ 42-CRC-871, D-32116, A-22770, 6-27-39

⁴⁵ *The Fresno Bee*, 8-7-39

9-39 New Bus Garage On September 8, 1939 the lease with **SP** for the former **FTCo** carbarn was canceled by mutual agreement. On September 21st **FCL** entered into agreement with the Granz Estate for lease of garage space located on the southeast corner of Broadway and Inyo Street (at 758 Broadway), which was to be occupied starting October 1st⁴⁶. Monthly rental was set at \$225 for the first three years, and \$250 for the next seven years.⁴⁷ [This facility had been a White Truck agency showroom.] Over the years, **SP** leased the former carbarn for a number of purposes; the facility was finally demolished on April 15, 1965.⁴⁸

9-39 More Route Changes On September 7, 1939, the **CRC** authorized **FCL** to modify some of its routes⁴⁹. This set of route changes is the first to appear with route numbers. The changes are detailed below:⁵⁰

Line 1--WISHON-RECREATION: The former 'Wishon' car line through routed the with 'Recreation' end of the former **McKENZIE-RECREATION** line. The loop at the east end of the 'Recreation' line was extended three blocks west from Barton to 12th and one block south from Mono to Ventura; new loop from 12th-Huntington via 12th, Ventura, Barton, Mono, Barton and Huntington to 12th. Authorized route of 'Wishon' bus line combined with **CRC** route of 'Olive' line on upper Palm. From Fulton-Fresno, via Fulton, Olive and Wishon to Weldon, looping via Weldon, Palm, Shields, Wishon, Dayton, Van Ness, Brown and Wishon to Weldon. Diversion off Wishon between Brown and Shields was caused by the lack of a vehicular under crossing of the AT&SF tracks at that location.

Line 2--BLACKSTONE-McKENZIE: The 'Blackstone' end of the **BLACKSTONE-WEST FRESNO** route was through routed with the 'McKenzie' end of former **McKENZIE-RECREATION** line. The loop at the north end of the 'Blackstone' line extended one block west and pulled-back three blocks north to run via Blackstone, Floradora, Del Mar, Home and Blackstone. No change on 'McKenzie' line.

Line 3--OLIVE-'D' ST.: The **CRC** 'Olive' routing of the former 'Roeding Park' car line was combined with new 'D' St. route in West Fresno. 'Olive' route was from Fulton-Fresno, via Fulton, Divisadero, Belmont, Ferger and Olive to Arthur, looping via Olive, Fruit, Floradora and Arthur to Olive. 'D' St. route was from Fulton-Fresno via Fresno and 'D' to Sacramento, looping via Sacramento, 'C', El Dorado and 'D'.

Line 4--HARVEY-HAZELWOOD: No change.

Line 5--EAST FRESNO-WEST FRESNO: The 'East Fresno' portion of the **EAST FRESNO-LILY** line was combined with the 'West Fresno' part of the former **BLACKSTONE-WEST FRESNO** line. There was no change on the 'East Fresno' line, but the two branches of the 'West Fresno' line were combined into a single line from Fresno-Fulton via Fresno, Jones, California, Ventura, 'C', and California to Lily, looping via California Kirk, Lorena and Lily to California. Except for the shortened 'Lily' loop, the route of the 'Lily' line was abandoned.

12-39 December Route Changes On December 1, 1939 **FCL** instituted some minor changes, the implementation of which resulted in considerable problems due to lack of advance public notice:⁵¹

Line 1--Wishon-Recreation:

Line 3--Olive-'D' St.: The Recreation Park route was separated from the Wishon route, and re-paired with the Olive route. (*It is not known if the infrequent 'D' St. route was run separately or by Wishon buses.*)

⁴⁶ *The Fresno Bee*, 9-3-39

⁴⁷ Lease between GRANZ ESTATE and FRESNO CITY LINES, INC. dated 9-21-39.

⁴⁸ *The Fresno Bee*, 4-15-65

⁴⁹ 42-CRC-875, D-32301, A-22255, 9-7-39 T

⁵⁰ These routes were found in the **CRC** engineer's files as being in effect prior to 2-1-40; it is assumed that they are the ones that were authorized on 9-7-39.)

⁵¹ *he Fresno Bee*, 12-1-39

2-40 Municipal Operation Considered Because of the many complaints about the operation of the system, city Legislative Commissioners were considering municipal operation of the bus lines.⁵² To satisfy everyone's concerns, the CRC was asked to conduct an investigation of **FCL's** operations;⁵³ this was accomplished in March and April of 1940. Complaints about the service continued after the CRC investigation, and a vote on a \$250,000 bond issue to take over the company was held in April of 1941. Although the measure failed, 6,300 residents voted in favor of municipal operation, a situation that politicians considered to be an indictment of the poor bus service

3-40 PCL Transferred to Manning On March 20, 1940 it was announced⁵⁴ that control of **PCL** had been sold to Tim Manning. His **Manning Transportation Co.** had been involved with **NCL** in acquiring some of the **PCL** properties. Two days later,⁵⁵ Manning announced that Victor Palmer would be joining him as a partner in management of the firm. Palmer had been the Treasurer of the Standard Oil Co. of California.

3-40 March Service Changes In March of 1940⁵⁶ further adjustments were made, as follows:⁵⁷

Line 1--Wishon Avenue This line was separated from the Recreation Park route and terminated at Inyo and Van Ness in downtown. Service on Palm Avenue was eliminated, and a new large turnaround loop was instituted via Clinton, Wilson, Shields, Wishon, Fountain, College, Brown, Del Mar and Clinton.

Line 2--Blackstone-Sierra Vista The east end, formerly called the McKenzie Line, is routed via Ventura instead of Tulare; at the north end, the original routing via San Pablo Avenue to University was reinstated.

Line 3--Recreation Starting in downtown the Huntington Avenue Line, and the Recreation Park loop turns on Maple, two blocks east of the former Maple route.

Line 4--Olive-Harvey This line would be more appropriately called East and West Belmont. The west end is the former Harvey Avenue route, its loop now operating on Tyler, two blocks north of Harvey. The Olive Avenue route was completely redone, then running from downtown via Fulton, Stanislaus, Blackstone, Belmont and Harrison to McKinley, looping via McKinley, Adeline and Olive.

Line 5--Hazelwood-'C' Street The Hazelwood loop was extended from Eighth to Tenth, and the line was routed as part of a new West Fresno configuration. From Fresno and Fulton, buses operated via Fresno and 'C' Streets to California, looping via Kirk, Belgravia and Holly, an enlarged version of the former West Fresno Line terminal routing.

Line 6--East Fresno-West Fresno-'D' Street The unchanged North (East) Fresno routing was combined with two separate routes in West Fresno: (1) via Fresno to a turnaround loop via Irwin, Tulare and Jones; and (2) via Fresno, 'D', Modoc, Dunn, Whites Bridge, 'B' and Fresno back to North Fresno.

1940 Fall 1940 Service Changes The **SIERRA VISTA** Line (Route 2) was changed to run on Tulare instead of Ventura. between Fulton and First.

9-40 On September 29, 1940,⁵⁸ the following changes were made:

Line 1--Wishon-Recreation The former Lines 1 and 3 were combined into an new Line 1 (there was no Line 3 at this time).

Line 2--Blackstone-Harvey The previous Blackstone routing of Line 2 was combined with the Harvey Avenue route of the

⁵² *The Fresno Bee*, 2-15-40

⁵³ CRC Case-4508 (*Copies of some of the engineers notes from this case are the source much of the data on the 1939-40 period*)

⁵⁴ *The Fresno Bee*, 3-20-40

⁵⁵ *The Fresno Bee*, 3-22-40

⁵⁶ 42-CRC-886, D-32849, A-22555, 2-7-40

⁵⁷ The source of these changes is unknown. The only certainty is that D-32849 authorized a change in the 'D' St. Line. The other changes from the 2-1-40 data may have occurred with the 9-29-40 changers which is known to be tied to CRC D-33473 of 9-10-40.

⁵⁸ 43-CRC-867, D-33473, C-4508, 9-10-40

former Line 4.

Line 4--Olive-Sierra Vista The previous Olive end of Line 4 had its loop expanded northward from McKinley to Yale, and it was combined with the Sierra Vista routing of the old Line 2.

Line 5--Hazelwood-'C' Street No change.

Line 6--East Fresno-West Fresno The North Fresno loop was enlarged and extended to the north and east via Fresno, McKinley, First and Floradora. In west Fresno, the former Fresno Street and 'D' Street routes were combined into a new north side route via Fresno, 'D', Dunn, Modoc, Oleander, Thelma, Kearney, Modoc, Merced, Irwin and Fresno. The expanded loop served the Chandler Municipal Airport.

3-40 Fleet Modifications Four new 30-seat Mack L-25 buses (Nos. 1422-1423 and 1430-1431) were added to the fleet in March and May of 1940; these replaced the San Jose Twins, which were returned in May of that year. Six more L-25's (Nos. 1100-1105) were received in 1940; it's not known what they replaced, although one of the 1204's had been sold to nearby Merced in April.

4-41 City Takeover Election On April 14, 1941⁵⁹ city electors voted on a \$250,000 bond issue to acquire buses for a City takeover of **FCL**. At issue was the perceived poor service provided by the company and the cavalier attitude of its management. The measure failed to attain the necessary approval as its supporters failed to demonstrate that the proposition would be profitable. Over 6,000 residents voted for the measure, and supporters warned the company that it had better improve its operations, or the next takeover vote would be successful.

Operation through World War II

8-41 Service to Hammer Field Hammer Field was an Army Air Force Base during World War II. It was located in what was then an undeveloped part of the city northeast of downtown. It became active even before the United States became an official participant in WW II: on September 8, 1941, **FCL** was authorized to establish new **Line 7--Hammer Filed**. Hourly midday and 30 minute peak hour service was operated between downtown Fresno and the air base via Fresno and Shields Avenues to the base entrance which was west of Clovis Avenue. **Moyers Stages**, which had already been operating between Fresno and Clovis, was also granted authority to serve Hammer Field at this time, although they were restricted from operating locally in Fresno.⁶⁰

11-41 In November **FCL** was authorized⁶¹ to modify the **Hammer Field** route.

5-42 Service to Fig Garden and Camp Pinedale In May, 1942,⁶² **FCL** was granted a route to the new Fig Garden district, which was centered along North Van Ness Avenue, north of Shields Avenue and the loop of the Wishon Avenue Line, which had been the northern most point served. Initial authority was for a 90-day trial period. In September of that year, a permanent route was granted, and service was extended to Camp Pinedale,⁶³ another Army installation located west of the former Sugar Pine Lumber Company sawmill site. At this time Line 8--Camp Pinedale was established, running from Fulton and Fresno via Fulton, Wishon, University, North Van Ness, Shaw and Palm to the camp entrance at Herndon Avenue. As with the Hammer Field route, service was hourly, except during peaks, when 30 minute or better service prevailed. To operate the Camp Pinedale service, five Reo conventional buses was rented from the Army. A one of a kind oversize bus built by Gillig was also leased during the war for use on the Army routes. Service to the Hammer Field and Camp Pinedale installations ended in 1945, and the Reo's were then returned to the Army. The Gillig was also returned to its manufacturer.

⁵⁹ *The Fresno Bee*, 4-13-41(?), 4-18-41

⁶⁰ 43-CRC-903, D-34404, A-24224, 7-8-41

⁶¹ 44-CRC-871, D-34931, A-24224, 11-23-41

⁶² 44-CRC-881, D-35328, A-24937, 5-5-42

⁶³ 44-CRC-895, D-35820, A-24937, 25219, 9-29-42

10-42 **FCL Abandons Fare Increase Request** War time ridership was so good that in October **FCL** voluntarily withdrew its application for a fare increase⁶⁴.

11-42 **More Hammer Field Route changes** Additional changes to the **Hammer Field** route were granted by the CRC in November, 1942.⁶⁵

12-42 **Wartime Buses** Five more Mack L-25's (Nos. 601-605) arrived in December, 1942; they were transferred from Pasadena, apparently to meet the demands of war travel. Also in that year, three Yellow Coach TG-2405's (Nos. 101-103) arrived on the property. These buses are believed to have been purchased second hand from the San Bernardino Valley Transit Co., where they had the same numbers. Although built late in 1942, five TG-3606 Yellows (Nos. 564-568) were delivered to Fresno, but they did not arrive until March, 1943. In April, 1943, the CRC authorized⁶⁶ **FCL** to issue a note in the amount of \$54,000 to pay for buses, presumably the 3606's.

1942 **Haugh Named President of PCL** In 1942, Jesse Haugh was named president of **PCL**; his headquarters were in Oakland. Haugh came from the **Union Pacific Railroad**, where he had been instrumental in establishing that company's bus operation to its ski resort at Sun Valley, Idaho.

5-43 **Extension of Line 6** In May, the CRC⁶⁷ authorized the revision and extension of Route 6 (East and West Fresno Sts.) at both ends: at the north end, service was extended up Fresno from Hedges to McKinley, with a loop to the east via McKinley, First and Floradora. (*This is the first transit service on Floradora since the discontinuance of the Fresno Interurban operation in 1918.*) In West Fresno, the "D"/"B" Street loop was enlarged to a triangular shaped route via "D", Modoc, Dunn and California, with a deviation to the Chandler Municipal Airport via Oleander, Thorne and Kearney.

8-43 **Management Changes** In August of 1943, **FCL** superintendent Ed Devereux was transferred to **Sacramento**, where he was to manage **PCL**'s new bus operation there. Replacing Ed at Fresno was H. F. Christianson, who had been managing the holding company's property in **Inglewood** (Calif.). Christianson had also managed the **Everett**, Wash. operation, and acted as trouble shooter at **PCL**'s headquarters in Oakland.⁶⁸

9-43 **Camp Pinedale and Hammer Field Route Changes** The terminal loops on the Pinedale and Hammer Field lines were changed in September.⁶⁹

2-44 **More Wartime Buses** General Motors resumed production of its former Yellow Coach product line under the name of "G. M. Coach" in February of 1944. The Office of Defense Transportation was controlling wartime bus production and allocated 15 TG-4006's to **PCL** (Nos. 901-915); seven of these (909-915) came to Fresno in April. These buses were significant because they were the largest buses to that had ever been used in Fresno, or most of the other **PCL** properties. Others buses of this order went to Glendale, San Jose and Pasadena. The 4006's lasted in Fresno only until December of 1945, when they were shipped to Pasadena, which property had all 25 of **PCL**'s TG-40's for a short time! The 4006's could be considered a belated exchange for TG-3602's (Nos. 246-248), which came to Fresno from Pasadena in December, 1944.

2-44 **Hazelwood Route Extension** Also in February, the CRC authorized⁷⁰ the extension of **Route 5 (Hazelwood-'C' St.)** in the Hazelwood district by extending the service loop eastward from Tenth to Chance via Butler, Chance and Liberty.

6-44 **New Bus Purchase** In June, 1944 the company was granted authority⁷¹ to issue a note and execute a chattel mortgage to purchase equipment, presumably the seven-GMC TG-4006's that arrived later that year.

⁶⁴ 44-CRC-896, D-35853, A-25256, 10-6-42--by how much?

⁶⁵ 44-CRC-900, D-35983, A-24224, 11-23-42

⁶⁶ 44-CRC-910, D-36308, A-25568, 4-20-43

⁶⁷ 44-CRC-912, D-36372, A-25617, 5-25-43

⁶⁸ *The Fresno Bee*, 8-24-43

⁶⁹ 44-CRC-920, D-36620, A-24224 and 24937, 9-21-43

⁷⁰ 45-CRC-842, D-36896, A-26003, 2-18-44

⁷¹ 45-CRC-848, D-37103, A-26164, 6-6-44

6-44 More Wartime Route Changes In June authority⁷² was granted to extend service in and near the City of Fresno.

6-45 More Management Changes H. F Christianson, manager of **FCL** since August of 1943 was replaced by Charles Carrico in June of 1945. Christianson was sent to **PCL**'s newly acquired property in **Spokane**, Wash; Carrico had been a property manager at the **PCL** headquarters in Oakland for several years.⁷³ Carrico's stay in Fresno was extremely brief, as he announced in July that he was leaving **PCL** to become head of the **Phoenix**, Ariz. bus system. Carrico was replaced by A. E. Ogilvie on July 18th; he had been the manager of **Everett City Lines**. In his first press release, he announced that buses would be painted in uniform colors of orange and white.⁷⁴ (*Was leaving out the green a mistake, or was there an interim orange and white scheme? It is known that some **FCL** buses were painted in "fruit salad."*)

12-45 Final PCL Bus Transfers The final **PCL** equipment transfer that involved Fresno occurred in December, 1945, when five more Yellow TG-3606's (Nos. 1073-1077) and one GM TG-3609 (No. 4451) arrived from Pasadena.

12-45 1945 Annual Report The company's 1945 annual report stated that **FCL** had authorized 50,000 shares of Capital Stock, par value \$100 a share. One thousand shares had been issued, all of which was owned by **Pacific City Lines, Inc.**, along with \$427,000 par value of 5% First Mortgage bonds, which matured on July 1, 1944. During the year 1945, additional shop and garage equipment was purchased and betterments and additions made to the Broadway property at a cost of about \$15,000⁷⁵

4-46 PCL Ownership Transferred Back to NCL On April 5, 1946, ownership of **PCL** was transferred from **Manning Transportation Co.** to **NCL** through a stock exchange.⁷⁶ Control of **PCL** remained in Oakland, and officers were J. L. Haugh (Chairman of the Board), T. J. Manning (President), D. M. Pratt (Vice President), Fred Griffin (Secretary-Treasurer) and G. H. Hook (General Auditor). **FCL** was to receive seven of the 232 new buses that **NCL** had on order at the time.

6-46 1946 Route Changes On June 25, 1946 **FCL** was authorized by the PUC⁷⁷ to extend and reroute certain bus lines and discontinue service? (*What lines? How? What service?*)

9-46 Fare Increase Proposal In order to be able to cover a 134 per hour wage increase, **FCL** notified the City (as required in the franchise) in September 1946 that it would be seeking an increase in the 54 fare.⁷⁸ Opposition to the proposed 74 tariff manifested itself, and was based on **FCL**'s promise of a 54 fare if the municipal takeover issue of 1941 was defeated. The PUC hearing on the increase was held in mid-January, 1947; also at issue was the adequacy of service provided by **FCL**.

WESTERN TRANSIT SYSTEMS OWNERSHIP

Jesse Haugh acquires FCL

⁷² 45-CRC-849, D-37162, A-26209, 6-27-44

⁷³ *The Fresno Bee*, 6-6-45

⁷⁴ *The Fresno Bee*, 7-18-45

⁷⁵ NCL Annual Report, (1945) op. cit.

⁷⁶ *The Fresno Bee*, 4-5-46

⁷⁷ 46-PUC-869, D-39164, A-27589, 6-25-46

⁷⁸ *The Fresno Bee*, 9-5-46, 9-8-46, 9-26-46, and 1-13-47

1-47 On January 1, 1947 Jesse L. Haugh announced his retirement as President of **PCL**. On January 31st, he announced that he had purchased **FCL** from **PCL/NCL**. The transaction was valued at \$500,000, including \$100,000 in stock and \$420,000 in bonds carried over from **FTCo's** capitalization arrangement.⁷⁹ Haugh also acquired the **PCL** properties in **Bellingham** and **Everett, Wash.**⁸⁰ He stated that he intended to maintain existing local policies and management, and stressed the importance of the proposed 74 fare. Haugh noted that he would institute the proposed service improvements developed with PUC engineers, including extensions of the **East** and **West Fresno, Olive** and **Recreation** lines.

Fleet Upgraded and Colors Changed

3-47 **First Diesel Buses** Later in March⁸¹ and also in April,⁸² **FCL** was authorized to issue notes and chattel mortgage(s). This action allowed **FCL** to acquire its first new buses under **WTS** ownership—five new General Motors TDH-3610 coaches, which were numbered 4701-4705. Thus **WTS** continued the year of acquisition numbering scheme that was initiated by **PCL** several years earlier. Interestingly enough, **PCL** itself abandoned this practice in 1948, while **WTS** maintained it at Fresno throughout its ownership, with some exceptions which will be noted later.

3-48 In February 1948, the PUC approved⁸³ **FCL's** request to execute another chattel mortgage and issue a promissory note. In March, eight more G. M. TDH-3610's arrived, numbered 4801-4808.

c. 1949 **New Colors and Emblem** In 1949, **WTS** adopted a simplified version of **NCL's** "fruit salad" (yellow, green and white) paint scheme, which consisted of eliminating the green, and continuing the white down to the belt rail. The 1947 bus order, which had been specified by **NCL**, was delivered in *fruit salad*. The 1948 buses had the green replaced with a *beige* or *sand* color. Finally, the 1949 bus order eliminated the third color, and carried the white down to the belt rail. This same color scheme was adopted by other **WTS** properties, the most prominent of which was the **San Diego Transit System**. The standard **NCL** herald was maintained on the sides of **FCL** buses until after 1950, when a more stylized version with wings was employed; this same design, which was rendered in blue and black on the yellow background, first appeared in **San Diego** in 1949.

Operation under WTS

3-47 **Fare Increase to 74** On March 4, 1947, the PUC authorized⁸⁴ the company to increase fares. Later that month the Commission denied the City of Fresno's request for as rehearing.⁸⁵ The fare increase was became effective March 24, 1947; the new base fare was to be 74, or four tokens for 254. School tickets were priced at ten for 504. The Commission Decision also granted the elimination of service to Hammer Field, with service being provided along the former Line 7 route only as far as Fresno and Clinton. Service to Camp Pinedale on Line 8 was retained, as the area in far north Fresno that it served was beginning to be developed. Fare zones were, however, set up with the first one at Shields Ave. (the northern extremity of the paralleling Wishon Ave. Line) and the second at Shaw Ave; each zone cost an additional 54, and a ride from downtown to Pinedale became 224.⁸⁶

7-47 **1947 Route Changes** On July 8, **FCL** was authorized⁸⁷ to operate passenger stage service in extension of existing rights; D. Moyers (**Moyers Stages**) granted similar authority.

7-47 On July 28, 1947 two new routes were established.⁸⁸ One was designated **Line 3—Chestnut Ave.** (for its terminal in northeast Fresno. The route of **Line 3** was from Fulton-Stanislaus via Fulton, Tulare, North Angus, Olive, 12th (Cedar) and Harvey to Sierra (Vista), looping via Harvey, Chestnut, Belmont and Sierra. Hourly service was provided Monday through Saturday, with night trips at two

⁷⁹ *The Fresno Bee*, 1-31-47

⁸⁰ It is speculated that an exchange of **PCL/NCL** stock that Haugh may have owned for full ownership of **FCL** may have been part of the arrangement for his departure from **PCL/NCL**, but no proof has been found to justify this suspicion.

⁸¹ 47-PUC-165, D-40044, A-28228. 3-11-47

⁸² 47-PUC-190, D=40131, A-28320. 4-8-47

⁸³ 47-PUC-735, D-41184, A-29032, 2-2-48

⁸⁴ 47-PUC-163, D-40010, A-27966, 3-4-47

⁸⁵ 47-PUC-167, D-40076, A-27866, 3-17-47

⁸⁶ *The Fresno Bee*, 3-4-47 and 3-5-47

⁸⁷ 47-PUC-339, D-40502, A-28344, 28345, 28484, 28485 and 28413, 10-28-47

⁸⁸ *The Fresno Bee*, 7-27-47

hour frequencies. A new **Industrial** route was established to the southwest part of Fresno, with two morning and two afternoon peak-period trips. The route was from Fulton-Fresno, via Fulton, Los Angeles, Van Ness, California and Cedar to Florence. On the same date the **Sierra Vista Line** loop was extended eastward from Sierra (Vista) to Chestnut, and a loop was established at the north end of the **Pinedale Line**. Pinedale buses then began returning to town via Blackstone, Rialto and North Van Ness.

8-47 Fare Increase to 104 In August, 1947⁸⁹ **FCL** applied to raise base fares from 74 to 104, with a new token rate of three for 254. Reasons given for the increase were a June 1st wage increase of 84 per hour, an increase of 124 in the state fuel tax, and the need to finance \$118,000 in new diesel buses. On October 29, 1947⁹⁰ the PUC approved⁹¹ the 104 fare increase to become effective on November 17, but set tokens at five for 354. Base school fares were set at 54 for children aged five through 12, or 12 through 18 on school days; on non-school days, the 12 to 18's paid full (regular) fare. The base fare included two continuous zones

10-47 Fall 1947 Route Changes In October, two of **FCL's** request for route abandonments were approved.⁹² In December, **FCL** was authorized⁹³ to change a route.

3-48 1948 Route Modifications **FCL's** authority to operate service was amended by the PUC in March, 1948.⁹⁴

11-49 More Bus Purchases In November 1949 the company was authorized⁹⁵ to execute another chattel mortgage and issue another promissory note (presumably to purchase new buses, Nos. 5001-5002).

11-49 Del Mar Ave. and Clinton Terrace Route Changes On November 15, the PUC granted **FCL's** request to reroute a portion of the loop at the north end of Line 1. The western edge was changed to operate directly up Del Mar Ave. from Clinton to Fountain Way, instead of diverging from Del Mar via Brown and College to Fountain. **FCL's** authority to establish the new line to Clinton Terrace and set fares was amended to establish it as an extension of existing rights.

Operation through the 1950's

1-50 Line 6 Rerouting In January of 1950, **FCL** was authorized⁹⁶ to extend Line 6-B to Maywood Dr. (*Ref. D-42882*).

2-50 Last New 30' Buses The next purchase of buses were two General Motors model TDH-3612's, which were built in February, 1950. Numbered 5001-5002, these were the last new 36 passenger (30' long) buses to be acquired for Fresno.

8-50 Clinton Terrace Service Change In August, **FCL** was authorized⁹⁷ to reroute Line 7--Clinton Terrace and change the fare structure from one zone to two.

8-50 West Fresno Route Change Also in August,⁹⁸ the description of the route of the Hazelwood-"C" St. line (No. 5) as authorized in D-42882 which extended the West Fresno loop south from Belgravia to Grove was amended.

4-51 Spring 1951 Route Changes In April, 1951, the PUC authorized⁹⁹ several route extensions. Route 6-B was redesignated Line 6, and the North Fresno loop was extended east of Fresno St. via Michigan, Orchard, Cornell, First and Clinton back to Fresno. Line 6-A was designated Line 9, and the Mayfair district loop was extended west to Cedar Ave., diverting from Seventh and Brentwood via Brentwood, Cedar, and Arden to Weldon. The Clinton Terrace loop of Line 7 was extended north of Shields to Garland via Thorne,

⁸⁹ *The Fresno Bee*, 8-8-47

⁹⁰ *The Fresno Bee*, 10-29-47

⁹¹ 47-PUC-509, D-40642, A-28640, 10-28-47

⁹² 47-PUC-514, D-40856, A-28763, 10-28-47, and 47-PUC-522, D-40862, A-28756, 10-28-47

⁹³ 47-PUC-573, D-40995, A-28849, 12-3-47

⁹⁴ 47-PUC-845, D-41384, A-29164, 3-30-48

⁹⁵ 49-PUC-187, D-43466, A-30705, 11-1-49; amended D-42882

⁹⁶ 49-PUC-290, D-43685, A-30867, 1-10-50

⁹⁷ 50-PUC-95, D-44687, A-31632, 8-22-50

⁹⁸ 50-PUC-95, D-44688, A-31608, 8-22-50

⁹⁹ 50-PUC-517, D-45556, A-32195, 32196 and 32197, 4-10-51

Garland and Fruit. The Blackstone Ave. portion of the Pinedale loop of Line 8 was extended south from Rialto to Griffith; buses returned from Blackstone to Van Ness via Griffith, Del Mar and Saginaw instead of Rialto.

10-51 First 35' Buses The company was authorized¹⁰⁰ in October 1951 to issue a note and execute a chattel mortgage. And the next month, **FCL's** first 45 passenger buses appeared on the property. They were four G. M. Coach model TDH-4509's, numbered 5101-5104.

12-51 Fare Increase to 114 On December 4, the PUC authorized **FCL**¹⁰¹ to increase cash fares from 104 cash with tokens at 5/354 to 114 cash and tokens at 5/504; school fares are valid until 4:30 P.M. on school days only, unless verification of a school activity is supplied.

4-52 Ex-Greyhound Transit Buses Acquired In April, 1952, **FCL** was authorized¹⁰² to issue another note and execute a chattel mortgage. This was for the purchase of four used G. M. TG-3607 buses that had been delivered to Pacific Greyhound in 1944. Although originally one door buses with gasoline engines, they were converted to diesel operation with GM 6-71 engines, and had rear doors installed; the mechanical (four-speed) transmissions were retained, however. The fleet numbers of the **FCL** buses (5209, 5212, 5214 and 5215) implies that **WTS** must have purchased at least 15 of the 35 Greyhound buses, and that the other 11 (or more) went to other **WTS** properties.

9-52 Fall 1952 Route Changes The Utilities Commission authorized **FCL**¹⁰³ to reroute **Lines 2, 2A, 4 and 7** on September 2, 1952.

3-53 More New 45 Passenger Buses Authorization¹⁰⁴ to execute another chattel mortgage and note was granted on March 10, 1953. The next month, four more new General Motors model TDH-4509 buses arrived, with fleet numbers 5301-5304.

5-53 Ogilvie Replaced by McSweyn Superintendent A. E. Ogilvie was transferred to **WTS** headquarters in **San Diego** in May, 1953.¹⁰⁵ There he was to be a trouble shooter for problems at any of the **WTS** properties (San Diego, Fresno, Butte, Great Falls, Everett and Vancouver (Wash.)). Ogilvie had come to Fresno from the then **PCL**-owned **Everett City Lines** in 1945; he was replaced by Norman A. McSweyn, who also came to **Fresno** from **Everett**.¹⁰⁶

6-53 Service to New State College Campus In June **FCL** was granted a certificate¹⁰⁷ for an extension between old and new campuses of Fresno State College. (*What line? What route?*) In August, the certificate for this extension was corrected¹⁰⁸ to read "North Fresno St. instead of "North First Street."

9-53 Minor Route Change **FCL's** route certificate was amended¹⁰⁹ account of a minor route change.

¹⁰⁰ 51-PUC-123, D-46235, A-32753, 10-2-51

¹⁰¹ 51-PUC-276, D-46492, A-32184, 12-4-51

¹⁰² 51-PUC-632, D-46985, A-33258, 4-14-52

¹⁰³ 52-PUC-36, D-47669, A-33589, 33614 and 33624, 9-2-52

¹⁰⁴ 52-PUC-428, D-48338, A-34118, 3-10-53

¹⁰⁵ *The Fresno Bee*, 5-15-53

¹⁰⁶ *The Fresno Bee*, 5-25-53

¹⁰⁷ 52-PUC-605, D-48718, A-34135, 6-15-53

¹⁰⁸ 52-PUC-736, D-48995, A-34135, 8-18-53

¹⁰⁹ 52-PUC-766, D-49116, A-34665, 9-22-53

9-53 Fare Increase to 124 In September, 1953,¹¹⁰ **FCL** applied for an increase in cash fares from 11 to 154; the token rate was to go from 5/504 to 4/454. The last fare increase had been granted in December, 1951. School tokens were to go from 10/504 to 2/154, and the children's cash fare was to increase from 5 to 84; school fares had last been changed in 1947. Stated reason for the increase was increasing cost and decreasing patronage and revenue. On December 21st, the PUC authorized¹¹¹ an increase but to 12 instead of 154, and allowed **FCL** to eliminate the token rate; the student fare was raised from 5 to 64. The fare increase was to become effective on January 10, 1954.¹¹²

1-54 New City Franchise The franchise granted to **FTCo** in 1938 expired in 1953. In January, 1954, **FCL** requested a new 30 year agreement.¹¹³ The new franchise would reduce **FCL** tax on gross receipts from two to one percent, and provision for sale of the operation and certain assets to the city was provided for. The franchise was approved by the city Legislative Commission on September 2, 1954; the term was for 20 instead of the requested 30 years, and the tax was left at two percent. A "buy-out" clause provided for city acquisition at five year intervals.¹¹⁴

1954 Green and White Paint Scheme In October, 1953, Jesse Haugh acquired the passenger operations of the **Pacific Electric Railway** in Los Angeles; service was provided under the name of **Metropolitan Coach Lines**. Although **MCL** was not controlled by **WTS**, many of the same policies and personnel were used at **Metro** as at other **WTS** properties. Several innovations that were developed at **MCL** that were later applied to the **WTS** properties, including **San Diego** and **Fresno**. The most notable were the two-tone green and white paint scheme (replacing yellow and white) and the yellow instead of blue emblem.

9-54 State College Route Change In September, 1954, **FCL** was authorized¹¹⁵ to revise and extend the routing of State College route.

9-54 First "Air-Ride" Buses That same month, **FCL** received its first air ride buses, when Nos. 5401 and 5402 arrived on the property; they were G. M. Coach TDH-4512's, and were equipped with GM's new air-bag suspension system. These buses were the last to be delivered in the yellow and white paint job.

6-55 Used Mack Buses In August, 1954, Jesse Haugh's **Metropolitan Coach Lines** acquired one of its major competitors, **Asbury Rapid Transit System**. **ARTS** had a fleet of 35 Fageol and Flxible Twin Coach propane buses as well as about 40 gasoline powered buses including about 15 each Ford Transit and prewar model CM Mack buses. Within a year, **MCL** had decided to replace the gas buses on **ARTS** with spare **Metro** diesels. The Fords, the prewar Macks and the other sundry gas buses were disposed of, but the pride of the gas fleet--ten 1947 Mack C-41GT one-door buses were only eight years old. Six of the ten came to **Fresno** in 1955, and thus got fleet numbers 5501-5506. These were the first buses on the property to be painted in the new two-tone-green and white paint job. Having only one door, these buses were not too successful, and they were the last gas buses on the property. They were disposed of in 1959.

8-55 Fare Increase to 154 In August of 1955, **FCL** applied for another fare increase--this one from 124 to 154.¹¹⁶ The PUC approved¹¹⁷ the fare increase to become effective on December 19, 1955¹¹⁸; adult cash fares went from 124 to 154 with tokens remaining @ 5/604; children's fare (age 6 to 12) went from 64 to 104 for one or two zones and from 114 to 154 for three. School tokens were raised from 2/154 to 5/304. The company was also admonished not to institute service reductions without PUC approval.

12-55 First One-Way Streets In December, 1955, **FCL** was authorized¹¹⁹ to make route changes to comply with local one-way traffic regulations. Blackstone Avenue and Abby Street were made a one-way couplet, along with Stanislaus and Tuolumne in downtown Fresno. Also included in the one-way package were 'O' St. (southbound) and 'P' St. (northbound). Affected were **Lines 4--Olive** and **5--Blackstone**, which began running northbound via Tuolumne, 'P' and Abby; southbound buses continued to travel via Blackstone and

¹¹⁰ *The Fresno Bee*, 9-15-53

¹¹¹ 53-PUC-86, D-49484, A-34735, 12-21-53

¹¹² *The Fresno Bee*, 12-22-53

¹¹³ *The Fresno Bee*, 1-7-54

¹¹⁴ *The Fresno Bee*, 9-2-54

¹¹⁵ 53-PUC-482, D-50562, A-35726, 9-21-54

¹¹⁶ *The Fresno Bee*, 8-22-55

¹¹⁷ 54-PUC-516, D-52310, A-37222, 11-29-55

¹¹⁸ *The Fresno Bee*, 11-30-55

¹¹⁹ 54-PUC-544, D-52344, A-37521, 12-12-55

Stanislaus.

6-56 Line 10 Route Change Changes in the route certificate authorized on June 15, 1953 and amended on September 21, 1954 were further amended¹²⁰ to extend the routing for No. 10 at Fresno State College.

9-56 More Air-Ride Transits and First Parlor Buses In September, 1956 two more General Motors model TDH-4512 air-suspension buses arrived in **Fresno**. Numbered 5601-5602, these buses proved to be the last new buses for four years. They were the only new buses originally painted in the two-tone-green and white paint scheme (and as it turned-out, the only new buses so painted) That same month, two G. M. model PD-4103 parlor buses were purchased from **Sun Valley Bus Lines** of Phoenix, Arizona In a departure from recent practice, these buses retained their **SVBL** numbers, 252 and 253. These were the first of a group of buses that were acquired for charter business outside the metropolitan area.

11-56 Used San Diego Buses The arrival of new 48-passenger G. M. TDH-4801's in **San Diego** on top of a fleet 175 45-passenger TDH-4509's and 4512's rendered the first of its 40-passenger diesels surplus. **Fresno** was a beneficiary of this situation, when it received the first of ten of these buses in November, 1956. Two TD-4001's, numbers 105 and 111 arrived that month; as was the case with all of the ex-**San Diego** buses, these coaches retained their **SDTS** numbers at **Fresno**.

12-56 New PUC Certificate In December, 1956, **FCL** was granted¹²¹ a new certificate superseding all previous passenger stage rights in the Fresno area.

4-57 Night and Saturday Service Reduction Night and Saturday service was reduced effective April 7, 1957.¹²² The changes resulted in a four percent reduction in bus miles. The reduction in Saturday morning service was in part a reaction to the elimination of Saturday morning banking hours.

4-57 Discussion of Public Take-Over The first public discussion of the take-over of **FCL** by the city occurred on April 19, 1957.¹²³ The City Legislative Commission considered the possibility in response to **FCL**'s latest request for a fare increase. This proposal would increase adult cash fares from 154 to 204; adult and school token rates would increase by 44 and 34 respectively. City Commissioners foresaw the need for eventual acquisition by the city if the spiral of increased fares and costs and reduced ridership continued. Discussion of public takeover continued throughout the summer, with comparisons being made to the municipal operation in **Sacramento** where the **Transit Authority** took over the **PCL**-owned **Sacramento City Lines** two years earlier, and had managed to operate the system at a profit despite the expenditure of close to \$500,000 for new and refurbished equipment and facilities.¹²⁴

9-57 Fare Increase to 174 The PUC did approve¹²⁵ a fare increase, but only to 174, with the adult token rate going from 5/604 to 5/754 and school tokens being hiked from 5/504 to 10/804; the increase was effective on October 14, 1957. Not changed was the child cash fare of 104 or the zone charge of 54. An integral part of the approval was the PUC's requirement that **FCL** study its route structure and report back to the Commission on proposed service improvements by January 14, 1958.¹²⁶ Specific requirements were the extensions of Lines 6 and 9 to northeast Fresno and Line 2 to the southern part of west Fresno; also to be served was the northwest section, west of Van Ness and south of Shaw.

11-57 Service to Lincoln Heights In November, the company was authorized¹²⁷ to extend service to Lincoln Heights residential areas.

¹²⁰ 55-PUC-59, D-53217, A-38085, 6-12-56

¹²¹ 55-PUC-351, D-54331, A-38155, 12-17-56

¹²² *The Fresno Bee*, 3-20-57

¹²³ *The Fresno Bee*, 4-19-57

¹²⁴ *The Fresno Bee*, 6-16-57

¹²⁵ 55-PUC-721, D-55616, A-38983, 9-24-57

¹²⁶ *The Fresno Bee* 9-25-57

¹²⁷ 56-PUC-30, D-55847, A-39482, 11-19-57

3-58 North Fresno Route Changes In March, 1958, improved routes and services in the north and east areas were implemented.¹²⁸ **Line 10**, which ran from downtown to Fresno State College via Fresno and Shaw was combined with the Blackstone Ave. end of **Line 5**, which terminated at the old FSC campus, which was then the home of Fresno City College. **Line 5** continued from its old terminal at San Pablo-University via San Pablo, Weldon and Blackstone to Shields, where it picked up the former **Line 10** route to FSC via Blackstone, Dakota, Fresno and Shaw. **Line 10** service on Shields and on Fresno south of Dakota was not replaced, although **Line 6** continued to serve Fresno Ave. south of Princeton. The loop at the north end of **Line 6** was reconfigured to extend only east of Fresno Ave. and reached as far as Chestnut Ave. running via Fresno, Princeton, Second, Michigan, Ninth, Princeton, Chestnut and Clinton back to Fresno; a short line turn back on this loop was provided at First St. for certain trips.

6-58 Fare Increase to 204 The benefits of the 174 fare did not last long, as an application for 204 adult and 104 student fares, with token rates eliminated, was filed on June 17, 1958.¹²⁹ Justification for the fare increase was increased labor costs and decreased ridership. This request got PUC approval¹³⁰ for implementation on September 12th.¹³¹ Although a 204 adult cash fare was authorized, token rates were maintained, but were set at 5/904. The 104 cash School fare and tokens were maintained, but the price for tokens went from 10/804 to 10/904. Again, the Commission ordered **FCL** to complete a study of its routes, and to come up with a plan to provide more direct service.

9-58 More San Diego Buses Another eight 40-passenger diesels arrived from **San Diego** in September of 1958; these included seven more TD-4001 buses and a single TD-4005; the **SDTS** and **FCL** numbers were 106, 108, 113, 114, 115, 118, 120 and 130. These buses, which had been rehabilitated at SDTS several years earlier, would have been sufficient to displace the last of the Yellow and G. M. Coach gasoline powered buses.

4-59 More One-Way Streets Proposed In April, 1959¹³², proposals for additional one-way street operation were announced. Under the original plan, Van Ness was to carry northbound traffic, with southbound vehicles on Fulton. This couplet was to extend from Weldon Ave. on the north side to and through the center of town to San Benito Ave. The recommendation was made by a Citizens Transportation Committee, who also suggested that **FCL** also eliminate all loop lines. The committee's consultant estimated that the bus proposal would add three new routes and six buses; the report naively suggested that additional riders would pay for the cost of the additional service.

7-59 Citizen's Committee Report Later in July, 1959¹³³ the citizen's committee reported on the findings of its study of the Fresno transit problem. The Van Ness/Fulton one-way street couplet was recommended. It was also suggested that the company (**FCL**) could get more riders if it provided better service, and that this could be helped if relief from traffic congestion were provided. On August 6th¹³⁴ the company responded that it had done all that could reasonably be done to attract new riders. It stated that it would probably ask for an additional fare increase if drivers wages, then under negotiation, were increased substantially. **FCL** also objected to the committee's proposal to eliminate loop routes (as they were the most efficient way to serve the maximum number of people), and to establishment of Fulton and Van Ness as one-way streets because Fulton was the main shopping street, and riders would have to walk to or from Van Ness on one end of their trip.

9-59 Great Falls Buses In 1959 the **WTS** operation in **Great Falls**, Montana was given up. In September, seven (if not all) of the Great Falls buses came to Fresno. All were General Motors diesels, including two 1948 TDH-3610's (Nos. 4809 and 4817) as well as two 1950 (Nos. 5003-5004) and three 1953 (Nos. 5304-5307) TDH-3612's. The fact that these (unchanged) fleet numbers are a continuation of numbers at Fresno reveals that **WTS** had a single fleet numbering system for at least some of its properties; it also shows that Fresno was the first property to get new buses, out of any given purchase. By this time, all of the **FCL** buses were painted in the two-tone-green and white scheme that was also common at **San Diego** and **Los Angeles**. The ex-**Great Falls** buses were, however, still in their original yellow and white livery, and were not repainted under their **FCL** ownership. The arrival of these seven diesels was sufficient to displace the former Asbury C-41 Mack gas buses, which were disposed of at that time.

9-59 Pinedale Line Route Change The PUC authorized¹³⁵ **FCL** to reroute **Line 8--Pinedale**.

¹²⁸ 56-PUC-193, D-56341, A-39563, 3-11-58

¹²⁹ *The Fresno Bee*, 6-17-58

¹³⁰ 56-PUC-548, D-57297, A-40175, 9-2-58

¹³¹ *The Fresno Bee*, 9-3-58

¹³² *The Fresno Bee*, April __, 1959,

¹³³ *The Fresno Bee*, 7-29-59

¹³⁴ *The Fresno Bee*, 8-6-59

¹³⁵ 57-PUC-342, D-58955, A-41282, 9-1-59

Declining Patronage and Revenue

10-59 Fare Increase Application The promised fare increase request came on October 7, 1959¹³⁶ when the company applied to the PUC for an increase from 204 to 254, and for the elimination of the school token rate; the rate for five adult tokens would be increased from 904 to \$1.00. At a PUC hearing¹³⁷ on the application **WTS** President Jesse Haugh stated that the reasons for the request were increased costs and decreased ridership. Haugh blamed the latter on increased use of the automobile and development of suburban shopping centers with vast areas of free automobile parking. This development had a negative impact on downtown shopping as well as transit ridership. Haugh added that since 1954, **FCL** ridership had decreased from 4.9 to 2.9 million riders annually, but the company had in this period added two new routes and made 30 route extensions. He also commented that the fleet was kept in excellent condition and that the first of four (*New Look*) buses would be added in February, 1960 for a total cost of \$108,000.

1-60 City Traffic Engineer's Analysis In a report to the City Council in January, 1960¹³⁸, City Traffic Engineer L. M. Frink correctly analyzed the bleak transit picture that existed in small towns like Fresno. Frink observed that in order for bus service to be attractive, all lines would have to operate on five minute headways, at automobile speeds and cost the same as out-of-pocket auto costs, which were estimated at 204 for the first mile and 84 for each additional mile. He concluded that if patronage continues to decline, the company will have to cut costs such as maintenance and service frequency; this will lead to no bus service, subsidized service or city operated transit. This was just the way **FCL** was headed.

1-60 First New Look Buses The first two General Motors *New Look* buses were put into service on January 26, 1960.¹³⁹ The TDH-4517's (Nos. 601-602) also introduced a new color scheme to **Fresno**--off-white with a thin *aqua* belt stripe. This was a strict adoption of the scheme introduced the year before in **San Diego** with **SDTS**'s first TDH-5301's. The fleet number assignment also introduced a change in numbering policy. The first two digits still indicate the year of acquisition, but only one digit (instead of two) is provided for individual units (e.g., the two buses would have been 6001-6002 under the old policy). Apparently it was felt that the extra digit was unneeded, as it had never acquired more than ten buses in one year since the 20 1204's in 1939! In February, **FCL** purchased the two General Motors TDH-4008's (Nos. 42-43) that it had been leasing from **WTS**'s **Vancouver-Portland Bus Co.** Later in 1960, two more TDH-4517's (Nos. 603-604) arrived on the property.

1-60 Patronage Report Annual patronage reported by **FCL** to the PUC¹⁴⁰ showed a loss of 298,000 for Fiscal 1959. This was a reduction in the rate of patronage loss, as 317,000 had been lost in Fiscal 1958, which amounted to a 5.8% reduction. The Commission reported that **FCL** had the second worst patronage record in the state.

3-60 Fare Increase to 254 Fares were increased from 204 to 254 on March 29, 1960; the price of five tokens went from 904 to \$1.00.¹⁴¹ An increase in child and student fares was denied. **Fresno** was the second property in the state (after **Key System**) to go to a 254 base fare. Although the PUC decision¹⁴² did not require any route extensions, it did mandate a study of new service to the areas south of Shaw Ave., one west of Van Ness Blvd. and the other east of First St. If the company did not implement the service within six months, it was required to justify the lack of action. One problem with implementation¹⁴³ of the new fare was the fact that the Johnson Type D fareboxes wouldn't take quarters! Riders with the 254 coins had to get change before they could deposit their fares.

6-60 Rerouting of Line 5 **FCL**'s application to extend Line No. 5 was granted in June.¹⁴⁴ Alternate service was added between Fresno-Ashlan and Shaw-Cedar to operate via Cedar and Ashlan instead of Fresno and Shaw.

¹³⁶ *The Fresno Bee*, 10-7-59

¹³⁷ *The Fresno Bee*, 12-9-59, 12-10-59, 12-11-59, 12-13-59

¹³⁸ *The Fresno Bee*, 1-15-60

¹³⁹ *The Fresno Bee*, 1-28-60

¹⁴⁰ *The Fresno Bee*, 1-29-60

¹⁴¹ *The Fresno Bee*, 3-16-60

¹⁴² 57-PUC-571, D-59791, A-41559, 3-19-60

¹⁴³ *The Fresno Bee*, 3-29-60

¹⁴⁴ 57-PUC-722, D-60341, A-42220, 6-28-60

6-60 Haugh Foresees the End of Private Operation in Fresno Later in June of 1960, **FCL** President Jesse Haugh gave the city an ultimatum to either acquire or lease the bus system.¹⁴⁵ Haugh stated that he believed that the latest fare increase was the end of the line in terms of generating net income. He stated that he felt that some form of subsidy would be necessary in order to maintain an adequate level of service in Fresno. Mr. Haugh had recently asked the city to eliminate the annual franchise tax payment, which was about \$8,500 in 1959. Noting a trend to the end of private transit operations, with the sale of his **Metropolitan Coach Lines** to the **Los Angeles Metropolitan Transit Authority** in 1958 and the pending disposal of **FCL**, Jesse Haugh expanded into the trucking business with the acquisition of **California Motor Express** through the purchase of stock.¹⁴⁶

7-60 Proposed Service Cuts In July, **FCL** applied to the PUC for authority to reduce service as a way to make-up for the losses that were being generated in spite of the fare increase to 25¢. The application included two proposals: (1) elimination of all night, Sunday and holiday service, and (2) continuation of the less-frequent summer service, and elimination of night service. City officials began to take the threat of no transit service seriously;¹⁴⁷ a contingent of councilmen and administrators visited the successful public operation in Sacramento in July. The **Sacramento Transit Authority** was still operating on a 15¢ fare at that time, while also modernizing their bus fleet. **STA** General Manager, George Troutwine, advised Fresno officials to try and block any service cuts before city take-over, as the lost ridership would be almost impossible to get back. Later in July,¹⁴⁸ **WTS/FCL** managers A. E. Ogilvie and N. A. McSweyn conveyed an alternate proposal for service cuts—one that would reduce the expected annual deficit from \$50,000 to \$20,000. In a tie vote, this proposal failed to gain approval at the City Council meeting¹⁴⁹ and the proposals before the PUC remained in effect.

9-60 Service Cuts Approved The Commission granted **FCL** authority to reduce service of five routes.¹⁵⁰ The reduction became effective on September 12, 1960 and included 47 late night trips on Lines 2, 4, 5, 6 and 9 affecting 87 passengers; also included were lengthened peak hours headways on Lines 1, 6 and 9. This application was granted without a public hearing, and had the effect of adding fuel to the fire of public takeover.

Haugh Bows Out

7-60 Haugh Gives City Notice In a letter from President Haugh on July 15, 1960, **FCL** gave official notice of its intent to terminate its franchise at the end of one year.¹⁵¹ This officially started the city's "acquisition clock." At the same time **WTS** General Manager and Norman McSweyn **FCL**'s resident manager offered to modify the service reduction proposal then before the CPUC; to be cut out would be 14 weekday and Saturday and 19 Sunday round trips during early morning and late night periods. This reduction was to impact only 93 riders. This plan was to reduce the expected \$50,000 annual loss to \$20,000.

8-60 Fresno City Officials Visit Santa Monica To assess the impacts of city takeover, on August 29, 1960, several Fresno officials went to visit the successful municipal bus operation in **Santa Monica**.¹⁵² Transit superintendent William F. Farrell and other **Santa Monica** city officials hosted the tour where Fresno officials were shown the system and told how the operation had been turned around, and was then showing a profit at a 15¢ fare.

9-60 FCL Appraisal In September, Jesse Haugh advised the city that the previous evaluation of **FCL** at \$642,000 did not include either the two ex-**VPBCo** TDH-4008's or the new TDH-4517's, which had inadvertently been left out of the appraisal. The correct value was then set at \$787,000. Later that month, Bill Farrell and George Troutwine, General Manager of the **Sacramento Transit Authority** assisted City CAO Robert Klein in evaluating the **FCL** operation.

¹⁴⁵ *The Fresno Bee*, 6-1-60

¹⁴⁶ *The Fresno Bee*, 6-5-60

¹⁴⁷ *The Fresno Bee*, 7-7-60

¹⁴⁸ *The Fresno Bee*, 7-22-60

¹⁴⁹ *The Fresno Bee*, 7-28-60

¹⁵⁰ *The Fresno Bee*, 8-24-60

¹⁵¹ *The Fresno Bee*, c. 7-60

¹⁵² *The Fresno Bee*, 8-30-60

9-60 City's Takeover Proposal CAO Klein's recommendations were made public on September 29, 1960 and were supported by Farrell and Troutwine as well as the heads of the other City Departments.¹⁵³ The report included the following points: (1) That the City reach an agreement for a specific date for city takeover of the bus system, (2) complete a service needs and cost analysis, (3) determine method of financing the takeover and operation, (4) determine operating structure, i.e., city department or transit authority and (5) if the choice is a city department, that the CAO be authorized to hire a bus manager, and that he be directed to make recommendations on routes and service (based on the above analysis) as well as acquisition of equipment, facilities and personnel. Klein balked at the idea of acquiring all of **FCL's** equipment. Especially 34 of the existing _ buses which were over ten years old (a mixture of 36 and 40 passenger G.M. and Mack gas and diesel units) which were valued at slightly over \$400,000. Instead, he suggested acquiring new and smaller vehicles. Acquisition of the **FCL** garage at Broadway and Inyo (just four blocks south of Fresno and Fulton, the main transfer point and heart of the downtown shopping district) was not recommended because of its high price. Cheaper land adjacent to the city corporation yard at El Dorado and 'G' was suggested instead.

10-60 City Acts to Assume Operation as City Department In October, the Fresno City Council acted to acquire the city's transit operation from **FCL**.¹⁵⁴ The council selected the management option of operating the service as a separate city department. CAO Robert Klein was authorized to begin negotiations for the takeover of **FCL** with **WTS** officials, have a route survey conducted and begin recruitment for a bus system manager.

10-60 City Engages Bill Farrell to Study Takeover As indicated above, Bill Farrell, Superintendent of the successful **Santa Monica Municipal Bus Lines** was much respected throughout the state, and during the early 1960's he consulted with several cities on his practices and theories of bus operations, including **Fresno, Bakersfield** and **San Bernardino**. In Fresno's case (at least) the city hired Farrell through the City of **Santa Monica**, and the consulting fee was paid to them, and not to Farrell as an independent consultant. Farrell began his survey of the **FCL** system on November 4th, and had a final report ready three days before Christmas in 1960.

12-60 The Farrell Plan Bill Farrell's bus service plan called for a "re-engineering" of the route system to eliminate indirect service, provide connections between points in the northern sector without having to travel into downtown, and to replace uneven service frequencies with "clock" headways.¹⁵⁵ Cash fares would be reduced from 25¢ to 20¢, tokens from 5/\$1.00 to 4/75¢ and school fares from 10/90¢ to 10/\$1.00; the 54 zone fare would remain. Other features emphasized were an aggressive advertising campaign, public relations, safety and modern equipment. Farrell was also asked to develop a proposal for the lease of new equipment for the city operation. At this time it was envisioned that the city would commence bus operations on July 1, 1961, as that had been the date for cessation of service by **FCL**.

12-60 Proposed Bus Routes The specifics of the route change proposals were released on December 22, 1960.¹⁵⁶ The most prominent characteristic of the new pattern was the rationalization of formerly circuitous routes and elimination of most of the large loops. Only Line 9 and the southern part of Line 2 were completely unchanged. Details are provided below:

LINE 1-WISHON-RECREATION: The Wishon (Clinton-Del Mar-Fountain-Wishon-Shields-Wilson-Clinton) loop was eliminated, with northbound service being extended north from Princeton via Maroa, Dakota, Glenn, Lansing and Blackstone to Manchester Center (Dayton Ave.). Southbound buses left Manchester via Blackstone, Lansing, Glenn, Dakota, Maroa, Shields, Wishon and previous route to the Recreation terminal.

LINE 2-'C' STREET: The 'C' St. portion of former **Line 2-'C' ST.-HARVEY** between Jenson-Bardell and Fresno-Fulton was left unchanged and ended at the latter intersection, although service was through routed with new **Line 8-BLACKSTONE-PINEDALE**. The former 'Harvey' portion was reconfigured and made a part of revised **Line 3-BELMONT-EAST OLIVE**.

LINE 3-BELMONT-EAST OLIVE: Former **Line 3-CHESTNUT** was reconfigured and combined with the similarly reconfigured 'Harvey' portion of former **Line 2-'C' ST.-HARVEY**. The 'Harvey' loop was eliminated and service was extended east on Belmont to Chestnut; the 'Chestnut' loop was also eliminated and service was extended straight out East Olive to Chestnut. The proposed route started at Belmont-Chestnut (looping via Recreation, White, Chestnut, Belmont, Blackstone, 'O', Fresno, Fulton, Sacramento, Van Ness, and East Olive to Chestnut (looping via Recreation, Clara, Chestnut and Olive. Because of the one-way street pattern, return buses would run via East Olive, Fulton, Fresno, 'P', Abby and Belmont.

LINE 4-TULARE-NORTH FRUIT: The former Line 4-OLIVE-SIERRA VISTA was modified eliminating the loops at each end, with two-way service on adjacent primary streets. At this time service on McKenzie (the last carline) and the former

¹⁵³ *The Fresno Bee*, 9-29-60

¹⁵⁴ *The Fresno Bee*, 10-6-60

¹⁵⁵ *The Fresno Bee*, 12-22-60

¹⁵⁶ *The Fresno Bee*, 12-22-60

HA-HBL Sierra Vista loop were to be eliminated in favor of service straight out Tulare to Chestnut. The 'Olive' lines (Harrison-Yale-Vadges-Olive) loop was replaced by two-way service on North Fruit, the next primary street to the west, and extended north to Garland. The proposed route was from Garland-Fruit (looping via Fruit, Garland, Delno and Fedora) via Fruit, Olive, Harrison, Belmont, Blackstone, Stanislaus, Fulton, and Tulare to Chestnut (looping via Recreation, Iowa, Chestnut and Tulare). Because of the one-way street pattern, northbound buses were to operate via Tulare, Fulton, Tuolumne, 'P', Abby, Belmont, Harrison, Olive and Fruit.

LINE 5-HAZELWOOD-BLACKSTONE-FRESNO COLLEGE: The route of the former Line 5 was modified in only two areas, both on the north side of town: (1) the diversion off Blackstone and onto San Pablo (three blocks west) between Hedges and Weldon (which served the Fresno City College campus directly) was eliminated, with buses staying on Blackstone; and (2) alternate two-way service via Ashlan-Cedar or Fresno-Shaw was replaced with one-way service northbound via Fresno, Ashlan, Cedar and Shaw to FSC, and southbound directly via Shaw and Fresno.

LINE 6-EAST PRINCETON-WEST FRESNO: Only the East Fresno loop of the former Line 6 was changed, with two-way service on Princeton-Second-Ninth between Fresno and Chestnut (the north side of the loop). Service on Clinton (the south side of the loop) was to be provided by a new east-west crosstown line.

LINE 7-WEST AVE.: The loop at the north end of former **Line 7-CLINTON TERRACE** was eliminated, with two-way service provided on West Ave. north of Clinton; the route was also extended north from Dakota to Santa Ana. The route was to be from Santa Ana-West (looping via West, Santa Ana, Tielman and Rialto) via West, Webber, Olive and Fulton to Fresno. Because of the one-way street pattern, northbound buses were to operate via Fulton, Sacramento, Van Ness, Olive, Webber and West. The east side of the 'Clinton Terrace' loop, which ran primarily on Fruit Ave. was to be covered by new Line 4 service on Fruit Ave. Although Line 7 ostensibly ended at Fresno-Fulton in downtown, the line was to be through-routed with proposed **Line 8A-BLACKSTONE-PALM**.

LINE 8-BLACKSTONE-PINEDALE: The large loop at the north end of former Line **8-PINEDALE** was eliminated, and the line was reconfigured to operate both ways on Blackstone to Shaw, with a smaller Pinedale loop. The route was to start at Fulton-Fresno and operate via Fulton, Tuolumne, 'P', Abby and Blackstone to Herndon, looping via Herndon, Ingram, Minarets, Sugar Pine and Blackstone. Because of the one-way street pattern, southbound buses would operate via Blackstone, Stanislaus and Fulton to Fresno. Service on the east side of the former Line 8 loop on North Van Ness was to be replaced by new Line 8A service on Palm Ave. (one block west). Although Line 8 was technically to end at Fresno-Fulton, it was actually to have been through-routed with Line 2-'C' ST. to West Fresno.

LINE 8A-BLACKSTONE-PALM: New Line 8A was to replace the west side of the former **Line 8-PINEDALE** loop, except that it was to be routed via Blackstone, McKinley and Palm instead of Van Ness/Wishon-Fulton, University and North Van Ness. Further, service was to end at Shaw instead of continuing north through the then unsettled area to Herndon, and on to Pinedale. Although North Van Ness was a broad thoroughfare with a tree-lined median between University and Shields, it reverted to a narrow two-lane road north of the latter location. On the other hand, Palm (two blocks west) was a main north-south thoroughfare, and had been proposed for new service by **FTCo** and **HA-HBL** in 1939. Although Line 8A was, in name, to end at Fulton-Fresno in downtown, in operation it was to be through-routed with **Line 7-PALM AVE**.

LINE 9-MAYFAIR-MODOC DUNN: No change to the route of this line was proposed.

LINE 10-SHIELDS AVE.: This was to be the first of two east-west crosstown lines on the north side of town. Starting at Shields-Chestnut it continued west across town to Hughes, and then north to Griffith, looping via Hughes, Griffith, Woodson and Saginaw.

LINE 11-CLINTON AVE.: The second of the crosstown lines started at Clinton-Chestnut and continued west across town on Clinton to Crystal, looping via Clinton, Crystal, Terrace and Warren. Turn around loops at the west (Chestnut Ave.) end of either the **SHIELDS** or **CLINTON** lines were not specified. The ends of both lines were to be exactly one-half mile; the distance around available blocks were both greater than that distance, and it is speculated that it was anticipated that the two lines would have been through routed with a connector on Chestnut between Shields and Clinton. It was also suggested that the Clinton line (and possibly also the Shields line) be extended to the Fresno Air Terminal via Chestnut, Shields and Airport Dr. to the terminal buildings. Another extension of the **CLINTON** line was also suggested from the western terminal at Crystal to Motel Row adjacent to the US 99 freeway via Clinton to Motel Dr., then north to the Town and Country Motel, then south to the El Rancho Motel and back to Clinton.

5-61 More One-Way Streets The Public Utilities Commission authorized¹⁵⁷ **FCL** to revise its routes to conform to the City's new

¹⁵⁷ 58-PUC-671, D-61962. A-42391. 5-9-61

one-way street ordinance in early May. This time, Wishon and Fulton were made one-way southbound between Shields and Amador; the northbound portion of the couplet (one block east) became Van Ness and Maroa. Affected were **Lines 1** (south of Clinton), **8** (south of University) and **3** and **7** (south of Olive). (*when was this effective, 7-1-61?*)

5-61 Preparations for City Operation By the end of May, 1961 the city takeover date had been moved back to November 1. On May 26, it was announced¹⁵⁸ that the city had made arrangements with the **Personal Property Leasing Company** of Hollywood¹⁵⁹ to lease ten (originally 15) new airconditioned buses, which were to be built by General Motors in October. The buses were to be leased for ten years for \$625,000. Arrangements were also made to lease 32 older FCL buses for \$50,000 per year. The service was to be operated as a department of the City of Fresno, although a bill had been introduced in the state legislature earlier in May to create the Fresno Metropolitan Transit District.

6-61 Haugh Announces City Acquisition In an article in the trade press¹⁶⁰ in June, Jesse Haugh announced the city takeover, which he confirmed as being effective November 1st. Haugh commented that an agreement had been reached with the city for the lease of 32 buses, automatic fareboxes, bus stop benches and a money sorting and counting machine from his company. This equipment was acquired by the city for an annual rental of \$50,000 a year for a six year period, with an option to purchase the buses for \$65,000 at the end. The city also has an option to purchase shop tools and equipment. The article also noted that Thomas Burke, previously vice-president of **INGLEWOOD CITY LINES**, had been appointed manager of the city's transportation department.

8-61 PUC Authorizes FCL to Abandon All Service With the city takeover date fairly well set, the PUC authorized¹⁶¹ **FCL** to abandon and discontinue passenger stage operations. Commission approval, of course, stipulated that the effective date was to be coordinated with the city takeover.

CITY OPERATION

City Takeover

11-61 Fresno Municipal Lines Commences Service The city takeover took place as (*finally*) scheduled on (Tuesday) November 1, 1961¹⁶². Rather than activate the **Metropolitan Transit District**, service was operated as a city department under the name of **FRESNO MUNICIPAL LINES (FML)**. On this date **Tom Burke** took over as director of the bus service; his assistant was **Gerald L. Nickelson**, who had been manager of **FCL** for **WTS**; Nickelson had been with the company for 16 years. Free rides were offered on the first day, and participating merchants provided free bus tickets on Wednesday, Thursday and Friday.

11-61 Equipment The Farell study identified 51 buses on the **FCL** roster when it was done in 1960, but it appears that the city actually leased only 38 of these, including the four 4517's, four 4512's, eight 4509's, seven 3612's, 13 3610's and the two 4103's for charter service. City service actually began with a total of 48 buses, with the ten new GMC TDH-4517's that arrived in October of 1961; unlike the buses leased from **FCL**, including the four earlier 4517's these buses were airconditionedBthe first such transit buses for Fresno. In the beginning, these buses were owned by and leased from the Personal Property Leasing Co. Of Los Angeles. It is believed that the terms of the lease were ten year lease-purchase arrangement

11-61 New Routes A slightly modified version of the "Farell" route plan also went into effect on November 1st. The major difference between the Farell plan and the new route pattern was that the proposed east-west crosstown line on Clinton Ave. was not instituted. Service on Clinton Ave. east of Fresno Ave. was provided by two way operation of Line 6. Clinton Ave. had been the southern portion of Line 6's one-way loop in the northeast Fresno area. Farell had proposed that Line 6 would operate two-way on the northern portion of its loop (Princeton-Second-Michigan-Ninth-Princeton), and into the Fresno Municipal Airport. This change provided more even one-half mile spacing, as Clinton is that distance from Shields Ave., which did get the recommended east-west crosstown service. Retention of the Princeton route would have provided quarter-mile spacing east of Fresno. It was (*probably*) also felt that the introduction of two crosstown lines so close together would not be very productive, as this service was a new concept for Fresno, and the two services would be competing for a new and initially small market. All of this additional service amounted to an increase in route miles of ten percent. Lines were numbered and routings combined in variance with the Farell report, as indicated in the following list:

¹⁵⁸ *The Fresno Bee*, 5-26-61

¹⁵⁹ Was this a Jesse Haugh enterprise? If not, who was behind it?

¹⁶⁰ Passenger Transport, 6-23-61

¹⁶¹ 59-PUC-57, D-62397, A-43659, 8-8-69

¹⁶² *The Fresno Bee*, 11-1-61

- 1--MANCHESTER CENTER-RECREATION
- 2--PINEDALE-'C' ST.
- 3--EAST BELMONT-EAST OLIVE
- 4--NORTH FRUIT-EAST TULARE
- 5--FRESNO STATE COLLEGE-HAZELWOOD
- 6--AIRPORT-WEST CALIFORNIA
- 7--WEST AVE.-PALM AVE.
- 8--EAST SHIELDS-WEST SHIELDS (Crosstown)
- 9--MAYFAIR-MODOC-DUNN

New System Graphics As part of new system graphics, each route was identified by a distinguishing color which was used on dash signs, bus stop signs and the system map/timetable. In addition, buses received a new all white paint job with pastel blue and yellow stripes. Old look buses had their lower sides painted silver in imitation of the aluminum siding on new look 4517's. Base fares were reduced from 254 to 204 but this lasted only a short time.¹⁶³

1-62 New Routes Unsuccessful As we shall see, Bill Farell was about 20 years ahead of his time! After only 11 weeks of operation FML began to respond to complaints about the new routes, and on January 21, 1962 reinstituted the Pinedale and Wishon loops and dropped the Shields Ave. crosstown line. Service on East Shields continued to be operated by Line 8, but eastbound only. Buses looped via Shields, Cedar, Dakota and Fresno, and then operated into town on Fresno Ave. Line 8 service on Dakota replaced the Line 5 service there, and Line 5 returned to its previous loop to Fresno State College via Fresno and Shaw northbound and Cedar and Ashlan southbound. The new configuration of Line 2 to Pinedale replaced its previous service on Blackstone north of Saginaw and Line 7 service on Palm.¹⁶⁴

4-62 Further Route Adjustments Two months later (April 1, 1962), further modifications were made. Gone was through (i.e. two-way) service on West, Clinton, Olive, Belmont and Tulare. A new and larger loop was provided at the Recreation (Chestnut Ave.) end of Line 1, running via Chestnut, Dwight and Maple. Line 6 returned to its Michigan Ave. route between Fresno and Cedar. Line 5 was moved off Blackstone and onto San Pablo between Olive and University. Line 7 covered San Pablo south of Olive, moving over there from its previous Fulton/Van Ness route. Line 3 still ran on East Belmont between Blackstone and Chestnut, except that it diverted up to Harvey between First and Cedar; at the east end it was extended north on Chestnut to its previous loop at Leisure Ave., returning via Leisure, Willow and Olive. There was no replacement for the Line 3 service on East Olive between Blackstone and Chestnut. Line 4 service on Tulare between First and Chestnut became one-way eastbound, with buses looping via Chestnut, Illinois, Cedar, McKenzie and First. The Hazelwood loop, operated by Line 5 had not been changed in November, but in April it was changed to operate on Hamilton between Third and Chance instead of Butler. Unchanged were the three West Fresno lines, which Farell hadn't altered anyway.¹⁶⁵

The 1960's: Stabilized Operations

After the January and April, 1962 changes, the route pattern remained more or less stable, and only minor changes were made during the remainder of the decade.

¹⁶³ FML route map dated 11-1-61 and *The Booster*. 3-64.

¹⁶⁴ FML route map dated 1-21-62.

¹⁶⁵ FML route map dated 4-1-62.

3-63 1963 Route Adjustments On March 1, 1963, Line 3 (East Belmont), which had terminated in downtown, was extended over the route of Line 7 on West and Hughes Aves.; Line 7 had also ended in the CBD, and that route designation was dropped at that time. Also changed was the 'C' St. route of Line 2; southbound buses ran directly via Elm Ave. between Florence and Jensen, with northbound buses continuing on the old route via Jensen, Lotus, Kaviland, Lily and Florence, but still serving the Jensen-Bardel terminal. The turnaround loop of Line 4 on Fruit Ave. was also extended north from Pico to Shaw at this time.¹⁶⁶

3-64 Initial Operating Losses Despite the prediction that the municipal bus operation might become profitable within five years of the 1961 take-over from the private operator, the operation suffered a loss of over \$10,000 during January, 1964; this amounted to a subsidy of 54 per rider (20 percent).¹⁶⁷

4-64 1964 Route Reshuffling Although there were only minor route changes, there was a general reshuffling of line ends on April 1, 1964. The **FRESNO STATE COLLEGE** end of **Line 5** was taken over by Line 1 and the loop at the end of the **WISHON** portion of the old **Line 1** was changed with buses traveling as before to Maroa and Clinton, thence via Clinton and Del Mar, then on a turnaround loop via Shields, Blackstone, Dakota, Maroa, Fountain and Del Mar; both legs of this line thus served the **Manchester Shopping Center**. To cover a portion of the old Wishon loop of **Line 1**, **Line 2** was diverted westward from Palm to Wilson between Clinton and Shields. **Line 2** also took over the **WEST AVE.** route of **Line 3**, and **Line 3** (which still remained on **EAST BELMONT**) absorbed the **WEST CALIFORNIA** route of **Line 6**, except that the Walnut/Fig portion of the loop was extended south from Church Ave. to North Ave. Replacing **Line 2** on the 'C' St. route in West Fresno was **Line 4**, and the tail at the end of that line on Jensen between Elm and Bardell was eliminated. **Line 5**, which previously served the **FRESNO STATE COLLEGE** and **HAZELWOOD** routes took over the **RECREATION** route of **Line 1** and the **MODOC-DUNN** portion of **Line 9**. **Line 6** absorbed the **HAZELWOOD** route of **Line 5**. **Line 7--MAYFAIR**, which had ended in downtown, was routed up **NORTH FRUIT AVE.** replacing **Line 4** there. The **Line 9** designation was thus dropped at this point. A ten cent shoppers zone was also established within the triangle bounded by Divisadero, 'H' and Tulare.¹⁶⁸

4-64 The Fulton Mall Also effective April 1st, all lines were moved off Fulton St. between Stanislaus and Inyo St. in preparation for the construction and opening of the Fulton Mall. A six block section of the street was closed to traffic and made into a shopping mall with trees, fountains and benches. Routes that had used Fulton were moved to either Broadway or Van Ness Ave., which are one block to the southwest and northeast, respectfully. The central transfer point, which had been at Fulton and Fresno was moved to Van Ness and Fresno and all lines were routed onto Fresno between Van Ness and Broadway in at least one direction. **Lines 3, 4 and 5** from West Fresno operated on Fresno in both directions; **Lines 4 and 5** then used 'M' St. to get to Tulare and Ventura (instead of Fulton). **Line 6** service to Hazelwood ran via Fresno, Broadway, Inyo, Fulton, Los Angeles, Van Ness and Hamilton; northbound it operated via Hamilton and Van Ness directly to Fresno. **Lines 1 and 7** looped via Tuolumne, Fresno and Van Ness, and **Line 2** which came into town on San Pablo used 'M' and Fresno to its terminal at Van Ness and Fresno.¹⁶⁹

4-64 Equipment Refurbishment In the spring of 1964, **FML** began a program of rebuilding some of its 35 foot GMC TDH-4509 and 4512 (which were between eight and 13 years old). In connection with this program, a new paint scheme was adopted, replacing the three-year-old white and silver with pastel blue and yellow stripes. The new paint job was all white with a salmon belt stripe (the aluminum siding on the 4517's, however, remained unpainted). The rebuilding was applied mainly to the interiors, where lower side panels and wheel housings were replaced (a similar program was simultaneously taking place in Los Angeles at the **LAMTA**); the interior area at the front, including the drivers area, dash, windshield and doors, was also painted salmon. The rebuilding apparently was not applied to any of the 3610's or 1950 3612's, although at least one of the 1953 3612's (No. 5306) received this paint job.¹⁷⁰

¹⁶⁶ FML route map dated 3-1-63.

¹⁶⁷ *The Booster*, March, 1964

¹⁶⁸ FML route map dated 4-1-64.

¹⁶⁹ *The Booster*, June, 1964.

¹⁷⁰ *The Booster*, June, 1964

9-64 Fall Route "Tinkering" Five months later (September 1, 1964) **FML** again "tinkered" with the route ends. To avoid confusion, the **BLACKSTONE-FSC** leg of **Line 1** was designated **1-A**; the **WISHON** leg paralleled the Blackstone leg one-half mile to the west. The **EAST TULARE** end of **Line 4** was combined with the **NORTH FRUIT** end of **Line 7** (returning to its pre-April configuration) and the **HAZELWOOD** portion of the previous **Line 7** was combined with the '**C**' St. route of **Line 4**. Downtown routings of many lines were also changed at this time to loop around the new Fulton Mall in a one-way loop via Stanislaus, Broadway, Inyo and Van Ness. **Lines 1, 1A** and **2** from the north followed this configuration, but **Line 4** from Fruit to Tulare turned directly onto Tulare (two blocks north of Inyo). **Line 5** traveling between Ventura Ave. and West Fresno cut off the northern part of the loop and turned directly onto and off of Fresno. **Lines 3** and **7** continued directly across on Fresno, and **Line 6** between North Fresno and Hazelwood continued to operate on the loop only south of Fresno Ave.¹⁷¹

12-64 More Parlor Coaches **FML** had added the first new parlor-type bus to its roster during 1963; this coach was a GMC PD-4106, and was equipped with airconditioning and restroom and was numbered 630. It was intended for charter use, and joined the two ex-**FCL** 4103's (Nos. 252-253) and four GMC PD-3751 "Greyhound Silversides" (Nos. 83-86) that were acquired from **Moyers Stages**. By December 1964, all 14 of **FML**'s 4517's had been repainted in the new salmon and white paint job. General Manager **Tom Burke** left Fresno to head up the new municipal operation in **Albuquerque**, New Mexico on December 31, 1964. He was succeeded by his former assistant, **Gerald Nickelson**.¹⁷²

2-65 1965 Route Changes Another set of route changes was made on February 15, 1965. The **WISHON** leg of **Line 1** was extended north from Manchester Center over the previous route of **Line 1-A** to **FRESNO STATE COLLEGE**, except that the already large loop was extended further east from Cedar to Winery. From Manchester Center, buses operated via Blackstone, Dayton, Effie, Dakota and First to Ashlan, then over a loop via Ashlan, Cedar, Gettysburg, and Shaw and into the **FSC** campus; buses then returned via Shaw and First to Ashlan. **Line 1** also lost its Blackstone/San Pablo route, and was extended through downtown and over the **RECREATION** route which it had covered during most of the years after the rail conversions. The loop at the east end of the Belmont Ave. leg of **Line 3** was enlarged (*how?*). In place of the **RECREATION** leg (which went to **Line 1**) **Line 5** was extended over a new route to **FSC** directly via Fresno and Shaw Aves., entering the campus on the north side. This was the first time there had been a single route on the entire length of North Fresno (even under the Farrell plan). **Line 5** continued to run over the **MODOC-DUNN** route in West Fresno. The **PRINCETON** leg of **Line 6** took over the Blackstone/San Pablo route formerly served by **Line 1-A**, having been moved off of North Fresno (where it was replaced by the new **Line 5** route) in the process. Service into the Fresno Municipal Airport that had been operated by **Line 6** since the city takeover was removed, and two way service on the Clinton Ave. segment was replaced by a loop from Princeton via Cedar, Clinton, Chestnut and Princeton. At an unknown time, this loop was widened north to Shields, with buses then looping via Cedar, Clinton, Chestnut, Shields and Cedar to Princeton. In another attempt to run a non-CBD crosstown line, **FML** established **Line 8** from Manchester Center at Blackstone and Dakota via Dakota and Cedar to Jenson in the far southeastern section of the city. At this time the downtown routes of all lines was changed to circulate around the new Fulton Mall. The Fresno St. tunnel under the **SP** tracks was closed for reconstruction, and the three West Fresno lines used the one-way couplet Stanislaus/Tuolumne two blocks north; these streets were equipped with bridges over the San Joaquin Valley main line. **Lines 3, 5** and **7** used Fresno, Van Ness, Stanislaus and 'F' to Fresno westbound and 'F', Tuolumne, Broadway and Fresno eastbound. **Lines 2** and **4** from the north circulated around the mall via Broadway, Inyo and Van Ness, while **Lines 1** and **6** went through town used Stanislaus, Broadway, Inyo and Fulton southbound and Van Ness northbound. At this time, the main downtown transfer point was still at Van Ness and Fresno (albeit on separate corners), but not all lines passed this location in both directions. Separate schedules for each line appeared in Fresno for the first time in 25 years on February 15th; these folders replaced the system map and line schedule folder that had been standard since 1940. (System folders were to appear periodically thereafter, however.)¹⁷³

2-65 Equipment Status The February 15th changes comprised an ambitious new service program that included 320 new trips. As a result of this program, **FML** had to place some of its inactive buses back in regular service. Previously, regular schedules were handled by the 14 4517's, four 4512's and eight 4509's; the seven 3612's were used for school trippers and the remaining 3610's were used for driver relief. Some time earlier, at least two of the 1948 3610's (including 4801 and 4802) were sold to El Paso, Texas' **COUNTRY CLUB BUS LINES**. Two of the newest 36 passenger buses, 1953 TDH-3612's 5306 and 5307 were assigned to the new crosstown route, **Line 8**.¹⁷⁴

7-65 West Fresno/Cedar Ave. Route Changes In West Fresno the '**C**' ST. route of **Line 7** was swapped with the **MODOC-DUNN** route of **Line 5** on July 16, 1965. At the same time, the **CEDAR AVE.-MANCHESTER CENTER** route, **Line 8**, was discontinued after only four months of operation. The reason was insufficient patronage; even through the city's largest suburban shopping center and

¹⁷¹ *FML Route Map*, dated 9-1-64

¹⁷² *The Booster*, December, 1964

¹⁷³ *The Booster*, March, 1965 and *FML Schedules*, dated 2-15-65

¹⁷⁴ *The Booster*, March, 1965

many schools were located along the route. Fresnoans did not support the line, and apparently were not ready for non-CBD service.¹⁷⁵

¹⁷⁵ *The Booster*, January, 1966

6-66 South Van Ness Ave In connection with the extension of (northbound) one-way street operation of Van Ness Ave. as far south as Monterey, southbound **Line 6-HAZELWOOD** buses were rerouted via Broadway, Kern, 'L', Monterey, Van Ness, Hamilton and previous route.¹⁷⁶

6-66 Ridership Increase In June 1966, it was reported that **FML** had experienced an increase in ridership--the first for the Fresno bus system in 21 years. For the 1965-66 fiscal year, riders were up by over 3,500. An increase in revenue of over \$32,000 was primarily affected by a 28.5% increase in charter business. Part of this improvement was attributed to the recent purchase of two more new parlor coaches, GMC PD-4107 units, Nos. 661 and 662. Management was considering the purchase of two more over the road buses, and was considering MCI MC-5's. At that time the two PD-4103's and the four PD-3751's were still in active service.¹⁷⁷

12-66 Final Parlor Bus Acquisitions The two anticipated MCI parlor coaches had been acquired by December, 1966; they were model MC-5A buses, Nos. 663 and 664. At this time it was noted that ex-Greyhound Silversides No. 84 had been sold, apparently to **SANTA CRUZ TRANSIT CO.**, and that TDH-3610's Nos. 4806-4809 had been sold to El Paso, Texas' **LOWER VALLEY BUS LINES**. **LVBL** was connected with El Paso's **COUNTRY CLUB BUS LINES**, which had acquired 3610's 4801 and 4802 earlier; perhaps **LVBL** acquired it's 3610's at the same time as **CCBL**.¹⁷⁸

1966 Nickelson Replaces Burke During 1966, Tom Burke left his position as General Manager to manage the bus system in Albuquerque, New Mexico. Burke was replaced by his former Assistant, Gerald Nickelson, who had been the **FCL** manager before city takeover.

3-67 1967 Route Changes On March 16, 1967 the Church Rd.-Fruit Ave. loop at the West Fresno end of **Line 3** was eliminated and the line was extended westward on **CALIFORNIA** from Fruit to Channing, looping via Channing, Valencia and Tielman. Westbound **Line 7** buses on the **MAYFAIR** loop were diverted off Floradora between First and Orchard one block north to Pine. In contrast to this, the diversion of **Line 2** from Palm one block east to Wilson between Clinton and Shields was eliminated at the same time.¹⁷⁹

9-67 Name Change In September, 1967 it was reported that the City of Fresno had changed the name of its transit operation from **FRESNO MUNICIPAL LINES** to **FRESNO TRANSIT**. In connection with the name change, another new paint scheme was adapted. This one was white with a blue "belt" stripe on the sides and rear, with a solid blue front (below the destination sign. The revenue increase noted for 1966-67 had degenerated to an average \$20,000 monthly loss during 1966-67.¹⁸⁰

1-68 One-Way Downtown Loop Some time in late 1967 or early 1968 (*probably on January 1, 1968*) Broadway was closed to through traffic between Mariposa and Inyo and traffic was diverted one block west to 'H' St. by way of two connecting "S" curves. Included was a bridge over Fresno St., with connecting ramps. At this time, eastbound **Line 3, 5** and **7** buses from West Fresno were routed around the south end of the loop via 'H', Inyo and Van Ness; **Lines 1, 2, 4** and **6** buses that had used Broadway also used the 'H' St. route.

4-68 West Fresno Changes/Roeding Park Service On April 1, 1968, **Line 5** service in the far north Fresno area was extended to the San Joaquin Gardens area. Southbound buses covered a new loop after leaving the FSC Barstow entrance east on Barstow, north Fresno then looping through San Joaquin Gardens before continuing south on Fresno to downtown. At the same time, a weekend and holiday only route connecting downtown Fresno with Roeding Park and a group of cemeteries adjacent to the park. This was the first service to the park and cemeteries since the **FULTON-ROEDING PARK** car line was discontinued in May, 1939! **Line 8-ROEDING PARK** Started at Van Ness and Mariposa, and buses traveled via Van Ness and Belmont to Pacific (serving the south side of Roeding Park), then looping around the cemeteries area via Pacific-Tielman, Nielson, Hughes and Belmont to Pacific; buses returned to town via Belmont, Fulton, Stanislaus, Broadway-'H', Inyo and Van Ness to Mariposa.¹⁸¹

¹⁷⁶ *FML Line 6 Schedule*, dated 6-1-66

¹⁷⁷ *The Booster*, October, 1966

¹⁷⁸ *The Booster*, December, 1966

¹⁷⁹ *FML Route Map*, dated 3-16-67

¹⁸⁰ *The Booster*, September, 1967

¹⁸¹ *FML Schedule*, dated 4-1-68

6-68 West Ave. Service Extension The West/Hughes loop of **Line 2** was extended four blocks south from Clinton to Weldon, with buses then looping West, Weldon, Weber, Ashlan and West back to Weldon and thence into town as before. This occurred on June 1, 1968.¹⁸²

1-69 The De Leuw, Cather Study

UMTA Grant The Urban Mass Transportation Act of 1964 established a federal aid program for transit systems. Initial programs provided funding for capital acquisitions and planning studies. In 1968 the City of Fresno contracted with the consulting firm of De Leuw, Cather & Co. to conduct a comprehensive study of the Fresno-Clovis metropolitan area to identify transportation needs (both highway and transit) and to recommend solutions. The project was one of the first jobs in which this writer participated in the transit field as a member of the DCCo study team. Included in this section are the writer's impressions of the findings and recommendations developed in the study.

Transit Service The study area consisted of the cities of Fresno and Clovis, plus the unincorporated areas of Figarden and Pinedale to the northwest as well as Calwa, Malaga and Highway City to the southeast. Fresno, Figarden and Pinedale were being served by **FML**, while Clovis, Calwa, Malaga and Highway were or had been served by **Moyers Stages**. Although it did not operate in the study area, other than as the northern terminal, **Anchor Bus Co.** operated service between Fresno and Hanford, serving the Lemoore Naval Air Station. A number of surveys were conducted to determine the socio-economic and travel needs of the population. Origin-Destination surveys were distributed to all bus riders. Employers were surveyed for employee numbers and home locations as well as future plans.

The following operating statistics for 1968 were observed:

<u>Item</u>	<u>Fresno</u> <u>Transit</u>	<u>Moyers Anchor</u> <u>Stages</u>	<u>Bus Co.</u>
Total Miles Operated	1,437,589	51,576	193,005
Total Passengers Carried	2,146,752	31,964	30,517
Total Revenue \$536,752	\$14,786	\$76,745	
Revenue per Mile \$.3733	\$.2867	\$.3963	
Total Operating Expenses	\$1,006,530	\$14,753	\$68,764
Operating Ratio .5332	1.0022	1.1161	

(Source: CPUC and annual reports, per report Public Transportation for the Fresno Metropolitan Area, DeLeuw Cather & Co, San Francisco, CA, 1969)

Operations It was also found that 70 percent of the **FT** service area was within one-fourth mile of one of the 14 route ends. The downtown loop, circumscribing the Fulton was served by all lines and included two off-street terminals—one at Tulare and 'H' and the other on Van Ness between Fresno and Tulare (with two separate shelters and loading areas). Scheduled running times averaged 15.6 miles per hour and the majority of trips observed on a field check day were within five minutes of their scheduled times. This was remarkable in that schedules were very "tight" and very little recovery time was provided. All lines operated 30 minute headways during peak periods; only **Line 2** reverted to 60 minute base headways. All lines, except Line 2 again, provided night service at frequencies ranging between 60 and 90 minutes. On Saturday, 30 minute headways were operated on **Line 7**, with 40 on **Line 1**, 45 on **Lines 3, 4, 5** and **6** and hourly service on **Lines 2** and **8**. Sunday service was approximately half of Saturday's with hourly service on **Lines 1, 7** and **8**, 90 minutes on **Lines 3, 4, 5** and **6** and two-hourly on **Line 2**. At the time **FT** owned 44 buses, 37 transit-type and seven parlor-type used for charters. A maximum of 22 buses were required during weekday peak hours on the seven regular lines; an additional eight buses were used on school trippers. The 22 scheduled weekday peak bus need exactly matches the number of 45 passenger buses then in the fleet; school trippers were handled by eight of the 15 TDH-3610's and 3612's that were still on hand. The remaining seven buses were maintenance spares, which provided a spare factor of about 20 percent. A total of 16 buses were needed on Saturday with nine on Sunday. Forty drivers were needed to operate the regular weekday service, with eight more for the school trippers; 26 drivers were used on Saturday and 16 on Sunday. At this time, only route names were displayed on curtain destination signs. Early **FML** signs had included route numbers, but management's propensity to exchange route ends to meet operating needs precipitated a return to separate route numbers. "New Look" buses carried a route number on a cardboard sign in the lower part of the windshield on the door side; older buses carried numbers painted on metal plates that were placed in racks located next to the destination sign on the door side. Both types of signs featured black numbers on a white background. The garage was located in near West Fresno at El Dorado and 'E' on a section of the city's "corporation yard" which also housed police and other city vehicles. The bus yard had a capacity of 50 parked buses.

Ridership Typical ridership by line and day, as indicated by a count taken in October, 1968, is indicated in the table below:

<u>Line</u>	<u>Weekday</u>	<u>Saturday</u>	<u>Sunday</u>
1	1,935	1,032	402

¹⁸² *FML Schedule*, dated 6-1-68

2	1,152	641	105
3	1,101	652	180
4	1,004	538	149
5	1,235	452	127
6	1,149	502	125
7	697	564	128
8	---	38	16

Fares Fares were 254 for adults; two zones were in place in the northern part of the service area. Zone 2 extended from Dakota to Shaw, with Zone 3 covering the area north of Shaw. A 54 fee was charged for each extra zone traversed. School fares were 104 and all transfers were free. A survey of 25 transit properties taken at the time showed 14 other cities also had 254 base fares, while six charged 204, three collected 304 and one got 354. An estimated 1,450 school children were carried on FT buses on weekdays; this amounted to approximately one-third of the total ridership. FT's charter business had decreased from \$170,000 in 1967-68 to \$102,000 in 1968-69, due to the loss of a contract to transport students to special events; but even so charter service had generated an estimated net profit of \$12,000. This service had been an extension of the charter service previously operated by **FCL**, but the city had also acquired charter operations from **MOYERS STAGES** when that company suffered a major garage fire several years earlier. (*This was the source of the four ex-Greyhound PD-3751 "Silersides" buses.*) FT's overall net loss also increased from \$290,000 in 1967-68 to \$380,000 in 1968-69.

Recommendations: The final report proposed two alternative plans based on improved routing. The first plan accommodated new service by eliminating little used routes, and still required 22 buses; the second plan added five buses for the new services. The two plans are discussed concurrently by route below:

Line 1: The large loop at the south (Recreation) end of the line was proposed to be eliminated under both plans, with two-way service on Chestnut and a small turn around loop at California Ave. The large loop in northeast Fresno was deemed to be undesirable; this could only be remedied by adding a second line in the area. Light patronage in the area precluded this action at that time, however.

Line 2: Under both plans, this line was to be split into two routes, **Line 2** on Palm Ave. and a new **Line 9** on Blackstone Ave. Under Plan 1, **Line 2** would extend up Palm Ave. to Pinedale, while **Line 9** would run up Blackstone to Barstow, then east to Fresno State College, replacing **Line 5**. Under Plan 2, **Line 2** would extend up Palm only to Bullard, while **Line 9** was to continue up Blackstone to Pinedale. Under both plans, **Lines 2** and **9** would continue through downtown and to West Fresno. Under both plans, **Line 2** would replace the Modoc-Dunn routing of **Line 7** and the West California portion of **Line 3**. Under Plan 1, **Line 2** would run via Fresno, "A"/"B", Stanislaus, Modoc, Kearney, Arthur and California to Channing; under Plan 2 it would run more directly via Fresno, Kearney, Arthur and California. (Under Plan 2, the area north of Fresno/Kearney is served by a revised **Line 7**.) Under both plans, the Fig/North/Walnut loop of **Line 3** is split with one line running via Fresno, Pottle, Fig and North to Walnut; the other via Fresno, Martin and Walnut, but only to Jensen (as the area between North and Jensen was undeveloped). Under Plan 1, **Line 9** took the Walnut route, while in Plan 2, it used Fig Ave.

Line 3: **Line 3** was to remain in the same areas under both alternatives (i.e., West Fresno and East Belmont). As described under **Line 2** above, the former West Fresno route of **Line 3** was divided between **Lines 2, 3** and **9**; under Plan 1, **Line 3** was to take the Fig Ave. route and Walnut Ave. under Plan 2, alternating with **Line 2**. At the other end of town, under Plan 1, **Line 3** was to retain its previous diversion from Belmont to Harvey between First and Cedar, but splitting the large Willow-Leisure-Chestnut loop by traveling up Winery Ave. to Leisure, then to a loop at Chestnut. Under Plan 2, **Line 3** was to be routed from town via Fresno, Divisadero, Tulare and First (instead of Fresno and Belmont), then directly via Belmont to Chestnut, with a new route via Chestnut, Olive, Helm, Floradora, Peach and Clinton to the Fresno Air Terminal.

Line 4: Under Plan 1, the route of **Line 4** on North Fruit Ave. and East Tulare (going via McKenzie and Illinois) was to be retained. Under Pan 2, the large loop at the north end of Fruit Ave. was to be replaced by a smaller one via Shaw, Teilman and Fairmont; the route into town was to be via Broadway, Divisadero and Fulton/Van Ness instead of Belmont and Blackstone/Abby. The east end of the line was to use East Tulare between town and Chestnut in both directions, with a small loop via Chestnut, Fillmore, Winery and Tulare.

Line 5: **Line 5** service on North Fresno and Bullard to FSC and on 'C' St. and Elm Ave. in West Fresno was to be changed only slightly. Under both plans, buses were to travel through town on Fresno Ave, then continuing via 'F', Kern, 'C' and Elm to Florence. Instead of looping via Elm, Jensen, Lotus, Kaviland, Lily and Florence, buses were to split the loop via Florence, and Holly to Jensen (with a small loop via Jensen, Lotus and Grove).

Line 6: Under both plans, this line was to continue to serve the Hazelwood and Princeton Ave. areas. In the Hazelwood area, the loop was to be split, with two-way service on Butler between Third and Chance under Plan 1, while in Plan 2 a narrower one-way loop was proposed via Hamilton, Maple, Butler and Third. In north-east Fresno, service on Princeton was to be provided between Blackstone and Winery (with a diversion to Michigan between Second and Ninth because of an inconsistency of the street pattern) under Plan 1; two-way service on Princeton between Cedar and Chestnut was to replace the Cedar-Clinton-

Chestnut-Shields-Cedar loop. Under Plan 2, service was to operate on Clinton instead of Princeton (a through street four blocks to the south); buses were to operate on Clinton between Blackstone and Winery, looping via Chestnut, Floradora, Winery and Clinton. Under both plans, the route from downtown was to be directly via Blackstone/Abby, the diversion via San Pablo between Olive and Weldon was to be dropped.

Line 7: This line continued to serve the Mayfair and West Fresno areas. In West Fresno, the Modoc-Dunn loop was to be split; under Plan 1 the route was via Fresno, 'A'/B', Stanislaus, Modoc, Kearney, Thorne and California to Channing. Under Plan 2, the Kearney/California route was to be run by **Line 2**; **Line 7** was to serve the inner portion of the "Modoc-Dunn" loop via Fresno, 'E', El Dorado, Trinity, Tuolumne, 'E' and Fresno. In northeast Fresno, the existing "Mayfair" loop was to be retained under Plan 1. But under Plan 2, the loop was eliminated, and Line 7 was to run via Fresno, Floradora, First and Shields to Cedar, looping via Tenth, Fountain and Cedar. This route along with the proposed Line 6 service was to provide service on major streets around the area previously accessed on residential roads.

Line 8: This line was to be a new route in place of the unsuccessful Roeding Park weekend service. Under both plans, this line was to take-over the Palm Ave. route previously run by **Line 2**. Under Plan 1, the large West-Ashlan-Hughes-Clinton loop was replaced by two-way service down the middle. The route was to be via Olive, Webber, West, McKinley, Webber, Hughes, Shields, Crystal and Griffith to Cheryl, looping via Cheryl, Pontiac and Briarwood. In Plan 2, the existing loop was to be retained. Under both plans, the 'M' St./San Pablo Ave. routing of the existing **Line 2** from downtown was to be retained.

Future Changes To serve the metropolitan area outside the city limits, the formation of a transit district was proposed. When established, the district was recommended to extend service to Clovis, Calwa-Malaga and Highway City. The first two were proposed to be extensions of **Line 1**. Clovis would be reached by an extension from the northeast Fresno loop via Gettysburg and Clovis to Fifth. Calwa and Malaga were to be reached by an extension from the southern terminal via Chestnut, Church and Cedar (to Calwa) then continuing via Cedar, Jensen and Chestnut to Front. To reach Highway City, located along U. S. Highway 99 northwest of Fresno at Shaw Ave., it was proposed to extend Line 4 west from its terminal at Fruit and Shaw.

For future years, other extensions and new routes were suggested, including:

Line 4: An extension east from Chestnut and Tulare via Tulare, Clovis and Kings Canyon (Ventura) to Fowler (Ave.)

Line 5: A branch north from Fresno and Barstow via Fresno, Bullard and First to Teague.

Route D: A new line from downtown to Herndon and Doolittle via Fresno, 'R', Blackstone/Abby, Dakota, Maroa, Serra, Fruit and Herndon.

Route E: A new crosstown line on Shields and Cedar running from the Senior Citizens Village on Chestnut north of California via Chestnut, Butler, Cedar and Shields to Hughes.

Route X: A new express service between downtown and Shaw Ave. and the vicinity of Winery Ave. via the proposed State Route 41, 180 and 168 Freeways (after they were constructed). The express end of this line would be in the territory served by Line 1, and was proposed as a peak-hour version of that line.

Route Y: This route was proposed as an express corridor using the proposed S. R. 41 Freeway between Shields and Tulare to be used by express buses on lines that operate between Manchester Center and downtown.

Summary As proposed, these extensions would have required 22 additional buses on half hour schedules, and would have increased operating costs by 75 per cent. The route extensions aside, many of the new routes were similar to those proposed by Bill Farell!

Conclusion As the decade of the 70's began, there were not many prospects for implementing the De Leuw, Cather expansion proposals. But the tides of fortune were changing, as we shall see.¹⁸³

9-69 First 40 Foot Buses One of the reasons for FT having the planning study done was that it was a requirement for a federal grant. An immediate benefit was approval of an UMTA grant of \$358,000 for the purchase of 19 new buses, which arrived in September of 1969. Being delivered in the 1970 fiscal year, they were numbered 7001-7019, which marked the return to the pre-1960 use of four digits. These buses were a first for FT in two regards: (1) they were the first buses on the property built by the Flxible Co. Of Loudonville, Ohio, and (2) they were the first 51 passenger (40 foot) buses. This writer had some input into some of the features of these buses, and specifically recommended separate route and number destination sign curtains so as to eliminate the separate route number card or plate and provide flexibility in future route changes. But not only did the buses come equipped with two-piece front signs (which were also electrically operated) but also with two-piece curtain side signs—a first for Fresno, and unusual anywhere in the country.

¹⁸³ *Public Transportation for the Fresno Metropolitan Area*, De Leuw, Cather & Co., San Francisco, CA, 1969 and author's files.

Mechanical features included a 6V-71 G.M. diesel engine and two-speed Allison (VS2) transmission. Exteriors were the then standard blue and white, but interior painted surfaces were beige and seats were gold and charcoal. Flxible had underbid General Motors on the order by a total of \$35,000 (over \$1,800 per bus).¹⁸⁴

The 1970's: Ridership Upswing – State and Federal Subsidies

1-70 Disposition of Older Buses Arrival of the 19 new Flxible buses displaced 15 older buses, including the four 1951 GM TDH-4509's (5101-5104) as well as all of the 36-passenger GM's including six TDH-3612's (5304-5307 of 1953 and 5002-5004 if 1950) and five TDH-3610's (4803-4804 of 1948 and 4701-4703 of 1947). By the end of 1969, the 4509's had been sold, and only a few 3610's and 3612's remained.

1-70 Exact Fare Instituted On January 11, 1970, FT went to the exact fare program due to excessive robberies. Fares at the time were 254 for adults with 54 zone increments and 104 for children. FT had been using Grant Electrolock fareboxes, a registering vault-type unit, since city takeover; thus no change in equipment was required.¹⁸⁵

5-70 Improved Service Recommended In May of 1970, the recommendations contained in FT's consultant (De Leuw, Cather & Co.) report were made public. The minor service expansion program, Plan 2 (see description above) requiring five more buses, was recommended.¹⁸⁶

7-70 304 Fare Instituted On or about July 1, 1970, FT instituted a new fare schedule. The old and new fares are listed below:¹⁸⁷

<u>Category</u>	<u>Before 7-1-70</u>	<u>After 7-1-70</u>
Regular Adult Fare	254	304
Adult tokens	4 for \$1.00	4 for \$1.20
School tokens	10 for \$1.00	10 for \$2.00

7-70 "DCO" Route Changes Although there were no funds for major service expansion, FT did adapt some of its consultant's proposals for route simplification. The route and schedule changes did increase the peak bus requirements from 22 to 24, but the additional service was financed by the elimination of night and Sunday service. The first of the DCO recommendations were implemented on July 1, 1970, when two of the large loops in southeast Fresno were eliminated. One was the "Recreation" loop on **Line 1**; buses were then operated both ways via Ventura and Chestnut to the Senior Citizen's Village (north of California). The other was the "Mc Kenzie" loop of **Line 4**, with new two-way service on Tulare to Chestnut, looping via Tulare, Winery, Fillmore and Chestnut.¹⁸⁸

¹⁸⁴ *Western Transit*, September, 1969

¹⁸⁵ *Western Transit*, February, 1970

¹⁸⁶ *Western Transit*, May, 1970

¹⁸⁷ *Western Transit*, November, 1970

¹⁸⁸ *FT schedules*, dated 7-1-70

9-70 More 'DCO' Route Changes The other changes were put into effect of September 1st. The large **Line 2** (Palm/Blackstone-West) route was split up, with **Line 2** retaining the West Ave. route (without change) and gaining the East Belmont leg of the former **Line 3**, except that the diversion north to Harvey between First and Cedar was eliminated, with through two-way service on Belmont. The Willow-Leisure-Chestnut turnaround loop was retained, however. **Line 3** retained its West California route in West Fresno, except that it went through town on Fresno Ave. instead of diverting north via Van Ness/H'-Stanislaus/Tuolumne-'E'. The East Belmont leg of **Line 3** was replaced by the North Fresno leg of the former **Line 5** to FSC, except that the San Joaquin Gardens loop was replaced by a new loop north from Barstow via Cedar, Bullard, Millbrook, Sierra and First back to Barstow. The 'C' St. route of **Line 5** in West Fresno was also retained, except that it too went through town on Fresno Ave. The North Fresno Ave. leg was replaced by a new service on First St. Northbound buses left town via Fresno, 'M' (returning via Kern and Van Ness), Ventura, First, Shields and Cedar to Ashlan, looping via Cedar, Shaw, First, Gettysburg, Millbrook and Ashlan to Cedar. This route provided opposite direction service around much of the loop then operated by **Line 1**. The Hazelwood portion of **Line 6** was replaced by the former Palm Ave. leg of **Line 2**, except that service extended north only as far as Bullard. Buses were routed from town via Van Ness-Maroa (returning via Wishon-Fulton), then turned west on Weldon (instead of McKinley) and north on Palm to Barstow, looping via Barstow, Fruit, Bullard and Palm back to Barstow; at this time there was no longer direct service to Pinedale via Palm Ave. The Princeton Ave. (a secondary street) service of **Line 6** was moved south two blocks to Clinton (a primary street) and operated through from Blackstone to Winery, looping through the airport, returning via Clinton, McKinley and Winery. The route through town was via Tuolumne, Abby and Blackstone, returning via Blackstone, Stanislaus, 'M', Kern and Van Ness. The "Modoc-Dunn" route of **Line 7** in West Fresno was also unchanged, except that it too traveled through town on Fresno instead of diverting north to Stanislaus/Tuolumne. However the North Fresno service was replaced by the Hazelwood service of **Line 6**. As recommended in Plan 2 of the DCO report, the Hazelwood loop was shortened to travel on Butler instead of Lowe and Liberty. Buses were routed from town via Fresno, 'M', Monterey, Van Ness, Hamilton, Third, and Butler to Maple (instead of Chance), returning via Maple, Hamilton and Van Ness to Fresno. New Line 8 replaced the Blackstone leg of the former **Line 2**, and operated from downtown to Pinedale. Buses left Van Ness-Fresno via Van Ness, Tuolumne, Abby, and Blackstone to Herndon, looping through Pinedale via Herndon, Ingram, Minarets and Blackstone to Herndon. All lines then operated at 30 minute headways on weekdays; on Saturdays, **Lines 1, 3 and 6** had 40 minute schedules, **Lines 2, 4 and 5** had 45 and **Lines 7 and 8** and hourly headways¹⁸⁹.

8-71 1971 Route Adjustments Some minor adjustments were made to the summer and fall 1970 changes on August 2, 1970: (1) the East Tulare loop of **Line 4** was changed from Winery-Fillmore-Chestnut to Winery-Iowa-Garden; (2) the Airport loop of **Line 6** was changed to two-way service via Clinton, Chestnut, University, Winery, McKinley, Clinton and Parkway to the Terminal; and (3) the inbound portion of the "Modoc-Dunn" loop of **Line 7** was changed to travel from 'E' over to 'F' St. between Tuolumne and Fresno for the purpose of making a signal protected left turn.¹⁹⁰

2-72 IRS HQ Service Early in 1972 began bus service for work trips to the new Internal Revenue Service regional service center on Butler Ave. between Chestnut and Peach. Access was provided by extension of regular **Line 1** (East Ventura) service by diverting buses east on Butler from Chestnut. One trip in each direction was provided leaving downtown at 6:50 AM and the IRS at 4:10 PM.¹⁹¹

5-73 Adult Fares Reduced to 204 On May 1, 1973 adult fares were reduced from 304 to 204 in an effort to attract new riders. At that time, plans were also announced for new downtown shuttle, a crosstown route on Shaw Ave. and ten new airconditioned buses.¹⁹²

7-73 Federal Transit Subsidies As the 1970's proceeded, the fortunes of transit improved, as the federal Urban Mass Transportation program expanded with funding for both capital and operations. Additional revenue was made available for transit through the revenue-sharing program wherein funds were made available to local governments for their disbursement. Furthermore, the demand for transit service increased due to two separate gasoline shortages. As a result of both of these occurrences, **FT** was able to initiate a moderate service expansion program. To enable this program, in 1973 **FT** acquired five used "new look" buses from **EL PASO CITY LINES** in Texas. The G. M. Coach TDH-4517 were airconditioned and basically similar to the ten units that the city purchased new in 1961 (Nos. 610-619). Because the El Paso jobs were built in 1960, they were numbered 605-609 (temporarily abandoning the return to four digit fleet numbers), on top of the non-airconditioned **FCL** 4517's, 601-604.

¹⁸⁹ *FT schedules* dated 9-1-70 and *Western Transit*, November, 1970

¹⁹⁰ *FT schedules* dated 8-2-71

¹⁹¹ *Western Transit*, February, 1972

¹⁹² *Western Transit*, May, 1973

7-73 Clovis Service Located directly east of Fresno, and north of the airport, the City of Clovis had been served by various routes of **MOYERS STAGES**. Moyers had gone out of business and ceased service in the early 1970's. As public funding for transit became available, the city elected to provide service on its own and July, 1973 contracted with **FT** to operate a route known as the "**Clovis Bus Route**." The service was a clockwise loop connecting with **FT Lines 1** and **3** at Shaw-Winery and Gettysburg-Winery. From Shaw and Winery, buses looped via Shaw, Sylmar, San Jose, Peach, Barstow, Helm, Lincoln, Sylmar, Barstow, Peach, Shaw Villa, Barstow, Minnewawa, Shaw, Pollasky, Bullard, Woodworth, Third, Dewitt, Pollasky, Sierra, Clovis, Third, Sunnyside, Gibson, Stanford, Fifth, Clovis, Donner, Gettysburg, Minnewawa, Holland, Peach, Santa Ana, Helm, Gettysburg and Winery to Shaw. Trips were run Monday through Friday only leaving the terminal at 6:15 and 9:15 A. M. and hourly from 12:40 to 5:45 P. M.¹⁹³

1-74 Improved Weekend Service During the winter of 1974, Saturday service levels were changed to match weekday's, i.e., 30 minute headways. In addition, Sunday service was re-initiated with hourly service on **Lines 1, 6, 8, 9** and **10**, 90 minute service on **Lines 2, 4, 5** and **7** and 120 minute headways on **Line 3**; service started at 9:45 A. M. on all lines and ended between 5:00 and 6:00 P. M.

2-74 1974 Service Expansions On February 1, 1974, changes were made to **Lines 3, 6, 7, and 8** and a new **Line 9** was established.¹⁹⁴

Line 3 The Fig Ave. loop of the West California leg of **Line 3** was dropped, and buses operated directly from town via Fresno and California to Channing.¹⁹⁵

Line 6 The loop at the north end of the Palm Ave. leg was extended four blocks north from Bullard to Escalon. In addition, the configuration at the east end of the Clinton Ave. leg was changed so that buses ran directly via Clinton, Chestnut, Mc Kinley and Peach to the Airport terminal area. The route was also extended to the Air National Guard facility on the airport grounds via Peach and Mc Kinley.

Line 7 The Trinity Center (formerly Modoc-Dunn) leg was combined with the Pinedale via Blackstone Ave. route (**Line 8**) to form a new service between West Fresno and Pinedale. The figure "8" loop of the Trinity Center leg was eliminated, with two-way service provided from town via Fresno, 'E', El Dorado, O'Neill and Modoc to Kearney, with a turnaround loop via Modoc, Eden, Fruit and Kearney. Blackstone service in downtown was changed to operate via Fresno, 'M', Tuolumne, Abby and Blackstone to Pinedale. Inbound buses ran via Blackstone, Stanislaus, 'M', Kern, Van Ness and Fresno. This route configuration extended the 30 minute service previously operated on the Trinity Center branch to Blackstone Ave., which had been running with hourly headways.

Line 8 The Fairgrounds (formerly Hazelwood) leg of the old **Line 7** was combined with the Fig Ave. loop of the West California leg of the old **Line 3** to form a new **Line 8**. From town, buses ran via Van Ness, Fresno, Martin, Walnut, North, Fig, Pottle and Fresno to 'M'. This action provided four instead of three routes to West Fresno.

Line 9 A new east-west crosstown line was established on Shaw Ave. between Winery and Marks. The line extended from the Clovis city limits on the east to end of developed residential area on the west. Large turnaround loops included Shaw, Winery, Gettysburg and Maple on the east, and Shaw, West, Ashlan, Marks and Shaw on the west; Fresno State College was served en route. Half hour headways were provided between 6:00 AM and 6:00 PM.

4-74 More Extensions On April 4th, a minor extension was made to **Line 3** and new north-south crosstown line was started.¹⁹⁶

Line 3 The West California leg of **Line 3** was extended half a mile to the west and north from its former terminal of California and Teilman via a stair-step routing to Kearney and Hughes. Buses operated from downtown via Fresno, California, Teilman, Myers, West, Eden, Crystal and Kearney to Hughes; they returned via Hughes, Kearney service road, Crystal and the reverse of the going route. On the North Fresno leg, the First-Sierra-Millbrook-Bullard-Cedar diversion loop north from Barstow was eliminated and all trips thereafter operated in both directions on Barstow between Fresno Ave. and the FSC campus.

Line 10 The new line was not only a north-south crosstown line on Cedar Ave., but also ran east-west on Jensen Ave. in unserved territory south of downtown; in the process, it started in downtown and served West Fresno and the near-in community of Calwa. Starting at Van Ness and Fresno (looping via Fresno, 'M', Kern and Van Ness) the new line was routed via

¹⁹³ *Western Transit*, January, 1976

¹⁹⁴ *FT schedules* dated 2-1-74

¹⁹⁵ *(This step is assumed, as new Line 8 absorbed Fig Ave. loop on 2-1-74. A Line 3 schedule dated 4-1-74 shows this route with a further extension to Kearney-Hughes.)*

¹⁹⁶ *FT schedules* dated 4-1-74

Fresno, Martin, Walnut, Church, Fig, Jensen, Pullman, Calwa and Cedar to Bullard, looping via Bullard, First, Sierra and Cedar to Bullard. Southbound buses operated through Calwa via Cedar, Grove, Tenth and Jensen. Weekday and Saturday headways were 30 minutes 6:00 A. M. to 6:00 P. M.

1974 Straub Replaces Nickelson During 1974, Swilliam H. Straub replaced Gerald Nickelson as General Manager.

7-75 AM General Buses During 1975 the ten new airconditioned buses arrived. Matching the 19-bus Flxible order, this group were also spaced at 40 feet long and 102 inches wide; but unlike the previous group, an eight instead of a cylinder engine was specified. For this order, the "upstart" A. M. General Corporation was the low bidder, and supplied its model 10240-8. The buses came numbered 7501-7510 and were painted in the usual blue and white scheme, except that a one-inch red stripe was added to top and bottom of the side (six inch) blue belt stripe.

9-75 Mercedes-Benz Buses The energy shortage of the mid 1970's caused an increased demand for transit service and this resulted in an acute shortage of buses. A number of operators met this need with "off-the-shelf" foreign-made buses, including the 20 passenger engine-in-front Mercedes-Benz model O-309 bus, equipped with a four-cycle Mercedes diesel truck engine. FT acquired three of these units in 1975 (76?) and numbered them 7511-7513. (*Where were they used?*)

12-75 New Crosstown Routes On December 10, 1975, FT started three new crosstown services designated **Lines 11, 13 and 14**; at the same time it designated the Clovis loop as **Line 12**. Details of the new routes are given below.¹⁹⁷

Line 11 (SHIELDS CROSSTOWN) From Shields and Weber via Shields, Chestnut, Ashlan, Clovis, Shields, and Fowler to Dakota. Half hourly service was provided Monday through Saturday, with 45 minute service on Sunday during standard hours.

Line 13 (OLIVE CROSSTOWN) From Hughes and Olive via Olive to Clovis. Midday trips were diverted to serve Roeding Park, which was located at the west end of the line. Half hourly schedules were operated Monday through Saturday, with hourly Sunday service.

Line 14 (MALAGA): Starting at Van Ness and Fresno in downtown via Van Ness, Stanislaus, Fulton, 'H', Inyo, Fulton, Ventura-Kings Canyon, Chestnut, Church, Maple (through Calwa), North, Chestnut, Front and Gould to Ward (in Malaga). This route duplicated **Line 1** between downtown and the Senior Citizen's Village on Chestnut Ave. Six Monday through Saturday round trips left downtown at 6:00, 8:35 and 10:35 A. M. and 12:35, 1:30, 3:30 and 5:30 P. M.; from Calwa, trips departed at 9:10 and 11:10 A. M. and 1:10, 3:25 and 5:25 P. M. Five Sunday round trips left Fresno at 9:10 and 11:10 A. M. and 1:10, 3:25 and 5:25 P. M.

4-76 UMTA Grant for 50 Buses FT was awarded an UMTA grant in 1976 for 50 buses, 50 two-way radios, 50 bus shelters and 79 fareboxes. In the spring, it was announced that the contract for the buses, which were to have 49 seats and be airconditioned to the Flxible Company; delivery was to be completed early in 1977. A. M. General was the only other bidder.¹⁹⁸

7-76 More Ex-El Paso Buses FT added two more used G. M. C. TDH-4517's to its inventory in 1976 when **MONTEREY PENINSULA TRANSIT** began disposing of its original fleet of buses with new equipment in that year. **MPT** had acquired its first equipment from **EL PASO CITY LINES**, just as FT had its most recent five 4517's. The two Monterey buses thus matched 15 other buses in the FT fleet; they were numbered, curiously, 6020 and 6021. They could have more logically been numbered 6010-6011 (as they were the 10th and 11th 1960 bus), but apparently management thought of the recent additions as being the 20th and 21st of the 4517's, but didn't want to make them 620-621 because they were not 1962 buses!

¹⁹⁷ *Western Transit*, January, 1976

¹⁹⁸ *Western Transit*, April, 1976

9-76 1976 Service Expansion On September 1, 1976 a number of route changes and service expansions were instituted, including the following.¹⁹⁹

Line 1 **Line 14 (Fresno-Calwa-Malaga)** was discontinued and **Line 1** was extended over its route between the Senior Citizen's Village and downtown Malaga. The service extension included all of **Line 1's** half hour Monday through Saturday and hourly Sunday trips. At the same time, the Malaga loop was changed to operate via Chestnut, Muscat, Victoria, Grand and Ward to Gould; then returning to Fresno via Gould, Harding, Olney, Frank, Grand, Victoria, Muscat and Chestnut.

Line 2 At the east end of the East Belmont leg of this line, the Chestnut-Leisure-Willow loop was eliminated, as it was being served by the new Olive Ave. crosstown line. In place of the loop, the line was extended further west from Willow to Clovis, looping via Clovis, Madison and Walling.

Line 3 The two-way "stair-step" route of the West California leg to Hughes and Kearney in West Fresno was changed to a loop, with buses leaving downtown via Fresno, California and Hughes to Kearney. Returning, they traveled via Kearney, Crystal, Eden, West, Myers, Teilman, California and Fresno (as before).

Line 4 Service was extended at both ends of this line. The Fruit Ave. leg was extended north and east from Fruit and Herndon to Harrison, looping via Farris, Parr, Harrison and Herndon. Connections were made here with **Lines 6** and **7** which were also extended to this point. The East Tulare leg was extended east and south from Tulare and Winery via Tulare, Clovis, Kings Canyon, and Fowler to Butler, looping via Liberty, Burgan, Butler and Fowler,

Line 5 The route of the 'C' St. leg in West Fresno was modified from its previous route via Fresno, 'E', Kern, 'C' and Elm to operate via Fresno, 'C', Ventura, 'B' and Elm due to a rearrangement of the street pattern in the California-'C' St. area.

Line 6 The Palm Ave. leg was extended north and west from Palm and Escalon via Palm and Herndon to Harrison, looping via Herndon, Farris, Parr and Harrison. Connections were made at Herndon and Harrison with **Lines 4** and **7** which had also been extended that point.

Line 7 The large terminal loop on the Pinedale leg was replaced by two-way service via Blackstone, Minarets and Ingram to Herndon; in addition, service was extended via Herndon, and Harrison to Spruce, looping via Spruce, Thorne, Birch and Harrison. Connections were made at Herndon and Harrison with **Lines 4** and **6**, which had been extended to that point.

Line 8 The long-time loop service in the Hazelwood district was finally broken-up and two-way operation established via Hamilton, Third and Butler. In addition, service was extended east and north from Maple and Butler via Butler, Winery, Lane and Peach to the Fresno Air Terminal, looping via Peach, Clinton, Parkway Dr., Gateway Dr., McKinley and Peach.

Line 9 The east end of this line was extended from the Fresno/Clovis city limits at Shaw-Winery into downtown Clovis via Shaw, Clovis and Fifth to Baron, looping via Baron, Fourth, Russell and Fifth. The Clovis local route was realigned at the same time.

Line 10 A short extension was added to the far north end terminal loop of this line from First and Sierra via First and Herndon to the St. Agnes Hospital at Millbrook Ave.

Line 11 A small diversion was added to enable this line to serve the Manchester Shopping Center directly. Eastbound trips were rerouted via Shields, Blackstone, Dayton, Dana and Shields; westbound trips used the reverse routing.

Line 12 The Clovis local route was realigned in connection with the extension of regular **FT** service of **Line 9** on Shaw Ave. From the Shaw-Winery terminal, buses were routed via Shaw, Sylmar, Scott, Peach, Minnewawa, Shaw, Fowler, Bullard, Sunnyside, Fifth, Clovis, Third, Dewitt, Pollasky, Clovis, Bullard, Minnewawa, Holland, Homsy, Holland, Peach, Santa Ana, Helm, Gettysburg and Winery to Shaw.

12-76 Line 11's Eastern Loop Modified On December 1, 1976 a new turn-around loop was added to the east terminal of Line 11. Buses then operated via Shields and Fowler to Dakota, looping via Dakota, Stanford, Pontiac and Fowler.²⁰⁰

1976 Gilbert Becomes General Manager In 1976, Barton J. Gilbert replaced William Straub as General Manager of Fresno Transit.

¹⁹⁹ *FT schedules* dated 9-1-76 and *FT route map* (undated)

²⁰⁰ *FT Line 11 schedule*, dated 12-1-76

3-77 New Buses and Paint Job FT's 50 new Flxible busses arrived in January (or February) of 1977. They were numbered 7701-7750, sported a new yellow and blue on white paint job, and were 40 feet long and 102 inches wide, had 8V-71 G. M. diesel engines, airconditioning and 49 seats.²⁰¹

8-77 Surplus Buses The arrival of the 50 new Flxible buses rendered all of the coaches that **FT** had acquired used since the city takeover in 1961 as surplus. By July all had been disposed of or were up for sale. These included the four 4509's, four 4512's and four 4517's acquired from **FCL**, and the seven former El Paso 4517's, all G. M. Coaches.²⁰²

9-77 New Line Numbering Plan During the summer of 1977, FT instituted a general revamping of its route system, and a renumbering of its lines. The general numbering pattern was even numbers for north-south lines starting in the west; odd numbers were for east-west lines starting in the south. The scheme was envisioned to cover a larger metropolitan area than the area served in 1977, which was viewed as the center of a future region. Accordingly line numbers were assigned in the 20 to 50 range, with numbers left on all four sides for future expansion. Actual designations assigned ranged from 20 to 46 on the ten north-south routes, all of which served downtown; meanwhile the nine east-west lines were assigned numbers in the 29 to 51 range, with only two (29 and 31) serving downtown.

Route Changes Phased-In Some route changes and line renumberings had been made as early as March, 1977 but all were in effect by September 1st. Besides the route changes, 15 minute peak hour service was initiated on six downtown lines, **Nos. 26 (Palm-Walnut-Fig), 30 (Blackstone), 32 (Fresno), 34 (First) and 38 (Jensen-Cedar)**. The new routes and their origins are listed below, with the north-south lines first followed by the east-west routes.²⁰³

North-South Lines:

Line 20--HUGHES AVE.-MARKS AVE. The nucleus of this line was the Hughes Ave. side of the West Ave./Hughes Ave. loop of **Line 2--EAST BELMONT-WEST AVE.**, with an extension north from Ashlan to Herndon, switching from West to Marks north of the AT&SF right-of-way; it also used a different route into downtown--via McKinley and Fresno. From Marks and Herndon (looping via Marks, Herndon and Monte) via Marks, Santa Fe, Shaw, Marks, Alamos, Hughes, Emerson, Hughes, Weber, McKinley, and Fresno to Van Ness, looping via Van Ness, Tuolumne, Broadway, Mariposa, 'H', Inyo and Van Ness to Fresno.

Line 22--WEST AVE. This line is the western half of the former **Line 2--EAST BELMONT-WEST AVE.**, less the Hughes Ave. side of the West Ave./Hughes Ave. loop, with service extended north on West Ave. from Ashlan to Sierra. From West and Sierra (looping via Bullard, Forkner, Sierra and West) via West, Weber, Olive, San Pablo and 'M' to Fresno, looping via 'M', Kern, Van Ness and Fresno.

Line 24--FRUIT AVE. This line was formerly the western half of **Line 4--FRUIT-EAST TULARE**, with an extension on Fruit and Northridge north from Herndon to Thorne. It also had a new route into town via Fruit, Weber, Belmont and Broadway (instead of Olive, Harrison, Belmont and Blackstone/Abby). From Northridge and Thorne (looping via Fruit, Thorne and Dyer) via Northridge, Fruit, Weber, Thomas, Farris, Belmont (via Belmont and Weber direct, northbound), Broadway, and Divisadero to 'O', looping through town via 'O', Stanislaus, Broadway, Mariposa, 'H', Kern, Van Ness, Tuolumne, 'P' and Divisadero to 'O'.

Line 26--WALNUT AVE.-FIG AVE.-PALM AVE. This route is a combination of the former West Fresno Walnut/North/Fig loop of **Line 8--FIG AVE.-BUTLER AVE.-PEACH AVE.** and the North Palm Ave. leg of **Line 6--EAST CLINTON-PALM AVE.**, with a new route into town from Palm Ave. via Palm and 'H' (instead of Palm, McKinley and Wishon-Fulton/Van Ness). From Herndon and Harrison (looping via Herndon, Farris, Parr and Harrison) via Herndon, Palm, 'H' and Divisadero to Broadway. Buses then looped through downtown and West Fresno via Divisadero, Fulton, Tuolumne, 'M', Kern, Van Ness, Tuolumne, Broadway, Fresno, Martin, Walnut and North to Fig; returning to downtown via Fig, Pottle, Fresno, 'H', Kern Van Ness, Amador and Broadway to Divisadero; northbound buses then continued via Divisadero, 'H', Palm and Herndon to Harrison. An interim version of this route was operated starting July 1st: at that time the Palm and Walnut/Fig legs were combined as **Line 26**, however the old **Line 6** route from Palm Ave to downtown via McKinley and Wishon-Fulton/Van Ness

Line 28--WISHON-FRESNO STATE COLLEGE This route was the north end of the former **Line 1--FRESNO STATE COLLEGE-EAST VENTURA-MALAGA**, except that the large north Fresno loop was abandoned in favor of a smaller one.

²⁰¹ *Western Transit*, March, 1977

²⁰² *Western Transit*, August, 1977

²⁰³ FT newspaper supplement assumed to have been released on 9-1-77 and *Western Transit*, September and November, 1977

From Shaw and Maple (looping via Shaw, Winery, Gettysburg and Maple) via Shaw, First, Dakota, Effie, Dayton, Blackstone, Shields, North Van Ness, Princeton, Wishon, Fulton, Stanislaus, Broadway, Mariposa, 'H', Kern and Van Ness to Mariposa. Northbound buses returned via Van Ness, Maroa, Shields, Blackstone, Dayton, Effie, Dakota, First and Shaw to Maple. An interim version of this route also existed between July and September as **Line 28** between downtown and FSC which included the old north Fresno loop via First, Shaw, Winery, Gettysburg, Cedar and Ashlan to First.

Line 30–TRINITY CENTER-BLACKSTONE This was the old West Fresno to Pinedale route which was formerly **Line 7**. No route changes were made.

Line 32–WEST CALIFORNIA AVE-NORTH FRESNO AVE The former West Fresno to FSC route via Fresno Ave., **Line 3**, was redesignated **Line 32**; no route changes were made.

Line 34–FIRST ST.-'C' ST.-ELM AVE. This was the old 'C' St.-North First service operated as **Line 5**, except that the large loop in north Fresno was eliminated, and service was extended north on First from Shields to Alluvial, then west to Blackstone. From Blackstone and Minarets, via Blackstone, Pinedale, Abby, Alluvial, First, Ventura, 'M', Kern, Van Ness, Tuolumne, Broadway, Fresno, 'E', Kern, 'C', Ventura, 'B', and Elm to Jensen. Buses returned via Jensen, Lotus, Kaviland, Lily, Florence, Elm, 'B', Ventura, 'C', Kern, 'E', Fresno, 'M', Ventura, First, Alluvial, Abby and Minarets to Blackstone.

Line 38–JENSEN AVE.-CEDAR AVE. This line was the old **Line 10–JENSEN-NORTH CEDAR** crosstown line, except that the terminal loop in the FSC area was rearranged. From Cedar and Bullard (looping via Bullard, Millbrook, Sierra, First, Warner, Herndon and Cedar) via Cedar, Grove, Tenth, Jensen, Pullman (northbound via Pullman, Calwa and Cedar), Jensen, Fig, Church, Walnut, Martin and Fresno to Broadway, looping via Fresno, 'M', Kern, Van Ness, Tuolumne and Broadway.

Line 46–BUTLER AVE.-PEACH AVE. This is the Butler-Peach leg of the former **Line 8–SOUTH FIG-FAIRGROUNDS-FRESNO AIR TERMINAL**, except that the terminal loop at the airport was reduced. From the Fresno Air Terminal, via Parkway, Clinton, Peach, Lane, Winery, Butler, Third, Hamilton and Van Ness to Monterey, looping via Van Ness, Fresno, 'M' and Monterey. An interim version of this route existed as **Line 46** between July 1 and September 1 that retained the Clinton-Gateway-McKinley loop of Line 8, and had a downtown loop via Van Ness, Tuolumne, Broadway, Fresno, 'M', Monterey and Van Ness.

East-West Lines:

Line 29–VENTURA AVE.-CHESTNUT AVE.-MALAGA This is the East Ventura-Malaga leg of the former **Line 1–SENIOR CITIZENS VILLAGE-CITY COLLEGE-STATE UNIVERSITY** (previously **WISHON-RECREATION**) with a diversion on all trips to serve the Internal Revenue Service regional center. Looping through town via Van Ness, Tuolumne, Broadway, Mariposa, 'H', Inyo, Fulton, Ventura-Kings Canyon, Chestnut, Butler, Winery, Hamilton (IRS), Chestnut, though Senior Citizens Village, Chestnut, Church, Maple, North, Chestnut, Muscat, Victoria, Grand and Ward to Gould (Malaga). Returning via Gould, Harding, Olney, Frank, Grand, Victoria, Muscat, Chestnut and reverse of above route. An interim version of this route existed as **Line 29** between July 1 and September 1 that ran from Fresno to Malaga without the IRS diversion.

Line 31–EAST TULARE AVE.-KINGS CANYON BLVD. This is the East Tulare leg of the former **Line 4–NORTH FRUIT-EAST TULARE**. From Fowler and Butler (looping via Liberty, Borgan, Butler and Fowler), via Fowler, Kings Canyon, Clovis and Tulare to 'M', looping through town via 'M', Mariposa, Van Ness, Tuolumne, Broadway, Mariposa, 'H' and Tulare to 'M'.

Line 33–BELMONT AVE. CROSSTOWN This is the Belmont Ave. portion of the former **Line 2–EAST BELMONT-WEST AVE.** with an extension west from Fresno to Marks, and without the segment into downtown. From Belmont and Clovis (looping via Belmont, Clovis, Madison and Walling) via Belmont and Marks to Dudley (looping via Belmont, Marks, Dudley and Monte) connecting with the Olive crosstown.

Line 35–OLIVE AVE. CROSSTOWN This is the former **Line 13–OLIVE AVE. CROSSTOWN** that then connected with the new Belmont crosstown at Dudley and Marks. There was no route change.

Line 39–CLINTON AVE. CROSSTOWN This is the Clinton Ave. segment of the former **Line 6–EAST CLINTON-NORTH PALM** without the portion into downtown, and with an extension west on Clinton from Blackstone to Marks, then north on Marks and Parkway to Valentine/Dakota, and without the segment from the Fresno Air Terminal to the Air National Guard facility. From the Fresno Air Terminal via Parkway, Clinton, McKinley, Chestnut, Clinton, Marks, and Parkway to Valentine/Dakota.

Line 41–SHIELDS AVE. CROSSTOWN This is the former **Line 11–SHIELDS AVE. CROSSTOWN** that was shortened to end at the Fresno Air Terminal on the east and extended north from Weber and Shields via Weber and Marks to Ashlan and a connection with **Line 9**. From the Fresno Air Terminal via Parkway, Clinton, Chestnut, Shields, diverting through Manchester

Shopping Center via Fresno, Dakota, Effie, Dayton and Blackstone; then continuing via Shields, Pleasant, Fountain, Weber (via Weber and Shields direct, eastbound) and Marks to Ashlan (looping via Hampton, Feland, Ashlan and Marks).

Line 45–ASHLAN AVE. CROSSTOWN This is a new line operating between Blackstone and Fowler Aves. It starts at the Manchester Shopping Center and replaces **Lines 1 and 5** on Ashlan between First and Cedar and Line 11 on Ashlan, Clovis and Shields between Chestnut and Fowler. From Blackstone and Dayton (looping via Dakota, Effie, Dayton and Blackstone) via Blackstone, Ashlan, Clovis, Shields and Fowler to Dakota (looping via Dakota, Stanford, Pontiac and Fowler) and a connection with **Line 49**.

Line 49–SHAW AVE. CROSSTOWN (INCLUDING 9–SHAW AVE. CROSSTOWN) This is the former **Line 9–SHAW AVE CROSSTOWN** operated under two line numbers with four terminals. The old **Line 9** service, still operating under that number, was rerouted in Clovis via Shaw, Fowler, Bullard, Sunnyside and Fifth to Russell instead of via Clovis and Fifth in a route trade with **Line 12**; the loop at the west end was eliminated, and two way service was operated via Marks and Ashlan to Hughes and a connection with **Line 20**. The new service, operating as **Line 49**, extended from Polk and Shaw in Highway City east to Clovis, where it turned south to Gettysburg, west to Clovis and south to Dakota and a connection with **Line 45**. **Line 9**: from Fifth and Russell, looping via Russell, Fourth, Hughes Lined Fifth) via Fifth, Sunnyside, Bullard, Fowler, Shaw, Marks and Ashlan to Hughes (looping via Ashlan, Hulbert, Buckingham, Hulbert, Hampton and Hughes). **Line 49**: From Fowler and Dakota (looping via Fowler, Dakota, Stanford and Pontiac) via Fowler, Gettysburg, Clovis, Shaw, Motel, State, Polk, Bacus and Shaw to Polk (looping via Polk, Fairmont, Lola and Shaw); eastbound buses ran direct via Shaw from Polk to Clovis. Why the former **Line 9** service retained that number instead of being given a "**47**" or "**51**" designation is unknown. Perhaps it was anticipated that one of the two services would be eliminated.

Line 51–BARSTOW AVE. CROSSTOWN This was also a new service, operating on Barstow between Marks and Chestnut. From Barstow and Marks (and a connection with Line 20)(looping via Barstow, Marks, Bullard and North Van Ness) via Barstow and Chestnut to Sierra (looping via Sierra, Pace, Menlo, Maple, Herndon and Chestnut).

Contract Line The single contract line operated for the City of Clovis was not renumbered, but retained its previous and "non-standard" number (**12**), although it could have logically been **48** or **53**. It was rerouted on September 1, 1977 in connection with the revision of **Line 9's** route in Clovis at that time:

Line 12–CLOVIS AROUND TOWN From Shaw and Winery, via Shaw, Sylmar, San Jose, Peach, Barstow, Minnewawa, Shaw, Clovis, Third, De Witt, Pollasky, Sierra, Sunnyside, Tollhouse. Fifth, De Witt, Bullard, Minnewawa, Gettysburg and Winery to Shaw.

10-77 Fare Increase to 254 Transit fares were increased on October 10, 1977. with the base cash rate going from 204 to 254; the last change was from a reduction from 304 on May 1, 1973.²⁰⁴

7-78 First 20 Minute Headway 1978 **Line 38 (Jensen-Cedar)** was provided with a 20 minute headway all day in leuw of its previous 15 minute peak and 30 minute base. Also in 1978, the base fare was increased from 204 to 254.²⁰⁵

²⁰⁴ *Western Transit*, March, 1980

²⁰⁵ *Fresno Transit Short Range Transit Plan (SRTP)* for 1980-1985

11-78 Elimination of Charter Service Federal UMTA regulations promulgated in the late 1970's prohibited the use of federally funded buses for charter service. Although some properties continued in the charter business with buses purchased with local funds, others got out of the charter business. Although **FT**'s five "highway" buses were financed with city money, it chose to concentrate on its transit business. **FT**'s one PD-4106, and two PD-4107 G. M. Coaches and two MCI MC-5A coaches were reported up for sale in November, 1978.²⁰⁶

2-79 Charter Service Not Compatible In a subsequent action regarding the elimination of charter service, staff reported that most charters were handled either at night or on weekends, and that most operators had to be paid overtime for this service; they also noted the UMTA requirement for a separate accounting of the charter operation to prove that federally funded buses were not being used. The city council then ordered the elimination of all charter service, and all highway buses sold except for bus No. 661, which was to be retained as an "official vehicle" for VIP's. In other equipment action, a new Peterbuilt wrecker was acquired and was given the fleet number 7800.²⁰⁷

9-79 Headway Adjustments The 15 minute peak hour service on the Palm Ave. end of **Line 26 (Palm-Walnut-Fig)** and midday service on **Line 51 (Barstow)** was dropped on July 7, 1979, but were reinstituted on September 9th. Also on July 7th, midday service on **Line 31 (East Tulare-Kings Canyon)** was reduced from 20 to 30 minutes and midday service on **Line 24 (North Fruit)** north of Shaw Ave. was eliminated. At the same time, a special summer weekend-only service was instituted to **Lake Millerton** at a special round trip fare of \$2.00; Lake Millerton is located about 15 miles north of Pinedale on the San Joaquin River. The route served several outlying locations before leaving Courthouse Square (Van Ness and Mariposa) at 10:05 A. M., with the return trip departing from the lake at 5:25 P. M.²⁰⁸

12-79 Ridership Increase Due to the energy crisis and improvements in service, **FT** ridership increased by over 250 percent in the decade of the 1970's. Yearly changes are given in the table below.²⁰⁹

<u>Fiscal Year</u>	<u>Annual Ridership</u>	<u>Percent Increase Yearly</u>
1970 ¹	2,501,984	---
1971	2,356,298	-5.8
1972	2,417,415	2.6
1973 ²	2,430,788	0.6
1974	2,973,329	22.2
1975 ³	3,815,581	28.3
1976 ⁴	4,419,827	15.8
1977 ⁵	5,397,620	22.1
1978 ⁶	5,583,352	3.4
1979	6,315,284	13.1

Footnotes:

1 - Base fares increased from 254 to 304

2 - First fuel crisis begins; base fare reduced from 304 to 204

3 - New buses and major service improvements

4 - Service extensions

5 - New buses and major service improvements

6 - Base fares increased from 204 to 254

Ridership Patterns Analysis of the location of **FT** ridership at the end of the decade of the 1970's provides an indication of where the new ridership came from. No longer was downtown the maximum load point for lines serving that location. Rather, it is north of downtown on north-south lines generally between Belmont and Shaw. On the east-west crosstown lines it is between Fruit and Cedar. The two downtown east-west lines (**29-East Ventura** and **31-East Tulare**) still show traditional patterns with ridership building to downtown. Despite the high level of service, ridership on the four West Fresno lines is very light. Although it is a low-income community the low ridership is probably the result of low population caused by the demolition of many of the buildings in the area.

1979 Ramito Replaces Gilbert In 1979, Paul Ramito replaced Barton Gilbert as General Manager of **FT**. it

The 1980's: Ridership Stabilization and Reduced Subsidies

²⁰⁶ *Western Transit*, November, 1978

²⁰⁷ *Western Transit*. February, 1979

²⁰⁸ *Western Transit*, September, 1979

²⁰⁹ *Fresno Transit SRTP*, 1980-1985

1-80 1980 Service Analysis In 1980 15 minute peak service remained on **Lines 26 (Walnut-Fig-Palm), 30 (Modoc-Blackstone), 32 (West California-North Fresno) and 34 (Elm-North First)**. Non-peak Monday through Saturday service on these lines and on all other lines at all times was 30 minutes, except for **Line 38 (East Tulare-Kings Canyon)** which was 20 minutes, **Line 49 (Shaw-Highway City)**, which had no midday service, and **Line 12 (Clovis)** which had 40 minute midday and evening peak service. **Lines 49 and 51** had no service on Saturday or Sunday, and **Line 12** had service on Saturday, but not Sunday. Sunday headways were 45 minutes on **Lines 9, 20, 22, 26, 28, 29 and 32**; all other lines had 60 minute frequencies. Bus requirements by line are given in the table below for schedules effective April 1, 1980.²¹⁰

<u>Line</u>		<u>Bus Requirements</u>			
<u>No.</u>	<u>Name</u>	<u>A.M.</u>	<u>Base</u>	<u>P.M.</u>	<u>Eve.</u>
9	SHAW AVE. CROSSTOWN	3	3	3	3
12	CLOVIS AROUND TOWN	--	1	1	1
20	HUGHES AVE.-MARKS AVE.	3	3	3	3
22	WEST AVE.	3	3	3	3
24	FRUIT AVE.	3	2	3	3
26	WALNUT AVE.-FIG AVE.-PALM AVE.	6	3	6	3
28	WISHON-CITY COLLEGE-STATE UNIVERSITY	3	3	3	3
29	EAST VENTURA AVE.-CHESTNUT AVE.-MALAGA	3	3	3	3
30	MODOC AVE.-BLACKSTONE AVE.	8	4	8	4
31	EAST TULARE AVE.-KINGS CANYON BLVD.	2	2	3	3
32	WEST CALIFORNIA AVE.-NORTH FRESNO AVE	6	3	6	3
33	BELMONT AVE. CROSSTOWN	2	2	2	2
34	ELM AVE.-NORTH FIRST ST.	8	4	8	4
35	OLIVE AVE. CROSSTOWN	2	2	2	2
38	JENSEN AVE.-CEDAR AVE.	6	3	6	3
39	CLINTON AVE. CROSSTOWN	2	2	2	2
41	SHIELDS AVE. CROSSTOWN	3	3	3	3
45	ASHLAN AVE. CROSSTOWN	2	2	2	2
46	BUTLER AVE.-PEACH AVE.	2	2	2	2
49	SHAW AVE.-HIGHWAY CITY	3	--	3	3
51	BARSTOW AVE. CROSSTOWN	2	2	2	2
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	Totals	72	55	74	60

4-80 Line 39 Turnaround Loop The turnaround loop at the west end of **Line 39 (Clinton)** was changed on *(or before)* April 1, 1980. Previously, buses had U-turned in the intersection of Parkway and Valentine, but after that date they looped via Marks, Parkway, Valentine, Shields and Marks.²¹¹

7-80 First ADB's Ordered During the 1980-81 fiscal year, **FT** ordered 12 advance design buses. The buses were to be 40 feet long and 102 inches wide and equipped with airconditioning. They were to be Fresno's first regular transit buses with wheelchair lifts and tie-down locations. Upon arrival of the new buses, the **FT** fleet would consist of 103 regular transit buses.²¹²

7-80 Bus Acquisition Plan In 1980, **FT** adopted a 10 year bus refurbishment and acquisition plan. It called for "rehabing" the two 1960 and ten 1961 GMC TDH-4517's and 13 if the 19 1970 Flxible 111-CC-D5-1's; it also called for buying ten new buses each in 1985 and 1987. Inasmuch as no equipment was proposed to be disposed of, the fleet would reach 124 by 1987. The increase was proposed to increase service, with scheduled buses reaching 108 by 1989.²¹³

²¹⁰ *Fresno Transit SRTP, 1980-1985*

²¹¹ *Fresno Transit schedule, dated 4-1-80*

²¹² *Fresno Transit SRTP, 1980-1985*

²¹³ *Fresno Transit SRTP, 1980-1985*

6-80 Clovis Contract Service Curtailed The contract service operated for the City of Clovis (**Line 12**) was phased-out on June 30, 1980. The fixed-route service was replaced by a city-sponsored door-to-door van service, known as **CLOVIS STAGE COACH**. Clovis did continue to subsidize the operation of **FT Lines 9, 45 and 49** for mileage within the city limits, however. The service had been operated at 40 minute intervals between 11:00 A. M. and 6:00 P. M.²¹⁴

9-80 Line 51 Public Hearing After the Clovis local route (**Line 12**) was abandoned, **FT Line 51 (Barstow)** became the worst-performing line in the system. A public hearing was held at which service and route reduction or complete elimination were discussed. It was decided to retain the route for a six-month trial period, after which a final decision would be made.²¹⁵

7-80 Fare Increase to 354 On July 1, 1980, **FT** increased its fare schedules as follows: Base fare—from 254 to 354; Student tokens—204 to 254; Adult monthly passes—from \$9.00 to \$12.00; the last fare increase was on October 10, 1977.²¹⁶

7-80 New Operations Facility Planned In 1980, **FT** was still occupying the operations and maintenance facility located on 'E' St. south of El Dorado Ave. where it had been since moving from the **FCL** garage at Broadway and Inyo in the early 1960's. This facility had been designed for 35 buses and was woefully inadequate for the current fleet in excess of 100. During the 1980-81 Fiscal Year, **FT** was planning for a new facility that would accommodate 125 buses; it was planned to occupy the new facility by July, 1982²¹⁷

11-80 Clovis Service Reductions **FT** advised the City of Clovis that its share of the cost of running **Lines 9 (Shaw), 45 (Ashlan) and 49 (Shaw-Highway City)** would increase from \$70,000 to \$130,000 during FY 1981. Instead of agreeing to pay the increase, Clovis asked that service cutbacks be considered instead, including elimination of Line 49 and reduction of service from 30 to 60 minute frequencies on **Lines 9 and 45**.²¹⁸

2-81 Line 51 Discontinued In an effort to meet the state 20 percent farebox ratio (20% of system costs must be met by farebox revenue) **Line 51 (Barstow)**, the system's least patronized line, was eliminated on February 1, 1981. **Line 51** scored last in the service indicators comparison. It was the further most north of the east-west crosstown line, and served a residential area that was still developing. The route east of FSU continued to be served during morning and afternoon peak hours by an extension of **Line 32 (West California-Fresno)**, which served Barstow between Fresno Ave. and the FSU campus, anyway; the route was via Barstow and Chestnut to Herndon.²¹⁹

2-81 All Clovis Service Eliminated Also on February 1, 1981, and in response to the City of Clovis request to eliminate **FT** service, **Line 49 (Shaw-Highway City)** had a new eastern terminal established at FSU, looping through the campus. A shortline terminal was established on **Line 9 (Shaw)** at the Clovis city limits (Winery Ave.), with every other trip ending there, thus providing 60 minute service to the Clovis terminal. The west end of **Line 45 (Ashlan)** was changed to a large loop, operating via Ashlan, Claremont, Bellaire, Stanford, Pontiac, Fowler, Shields and Clovis to Ashlan.²²⁰

2-81 New Maintenance Facility Opens The first phase of **FT's** new operating base was completed in February, 1981. Consisting of a fueling, washing and brake adjusting/inspecting station and parking lot, the facility has a capacity of 125 buses. The remainder of the facility is to be completed early in 1983; it is located north of the old garage and is bounded by El Dorado, 'G', Divisadero, Modoc and the Route 99 Freeway.²²¹

²¹⁴ *Fresno Transit SRTP*, 1980-1985, *Western Transit*, September, 1980

²¹⁵ *Western Transit*, September, 1980

²¹⁶ *Fresno Transit SRTP*, 1981-1986, *Western Transit*, March, 1980

²¹⁷ *Fresno Transit SRTP*, 1980-1985

²¹⁸ *Western Transit*, November, 1980

²¹⁹ *Fresno Transit SRTP*, 1981-1986, *Western Transit*, February, 1981

²²⁰ *Western Transit*, February, 1981

²²¹ *Fresno Transit SRTP*, 1982-1987

6-81 Early, Late and Saturday Service Eliminated The first 30 minutes and last 60 minutes of weekday and Saturday service was eliminated on June 1, 1981.²²²

7-81 IRS Express Service As of July, 1981 the express bus service operated to the Internal Revenue Service Regional Center for its employees utilized two morning and three afternoon buses, and was carrying 180 passengers per day. Two routes were operated from the far north side of the city; route details are given below:²²³

Line 1X-FIRST ST.-I.R.S. EXPRESS From Bullard and Blackstone, via Bullard, First, Shields, Chestnut, and Butler to the I.R.S. facility west of Peach.

Line 2X-CLOVIS-I.R.S. EXPRESS From Third and Sunnyside, via Sunnyside, Shaw, Clovis, Sierra, Minnewawa, Gettysburg, Willow-Chestnut and Butler to the I.R.S. facility west of Peach.

The 1981-1986 Fresno Transit Short Range Transit Plan contains the first mention of the I.R.S. express bus service, although the exact start date is not specified. The same document lists a 404 express fare effective 7-in January of 1980, and 254 before that, implying that there was some express bus service before 1980. Further, the weekday schedule summary in the 1980 FT SRTP attributes eight round trip route miles to "IRS," although this could refer to Line 29 route diversions.

7-81 First ADB's Arrive FT's 12 advance design buses finally arrived in July of 1981. Numbered 8101-8112, they were manufactured by Grumman, and were that company's Flexible type 870 (model 40102-6C-1). They were 40 feet long and 102 inches wide and were equipped with G. M. Diesel 6V-71 engines, airconditioning, electronic (i.e., dot-matrix) destination signs, wheelchair lifts and tie-down locations. The lifts were located in the front door, and seats were provided for 49 passengers. The buses were delivered in FT's new color scheme, and consisted of a white roof, gold around the windows, a blue belt stripe and beige bottom. The remainder of the fleet was eventually repainted to match. A new emblem, replacing the old "ft" and **FRESNO TRANSIT** lettering. The new logo was the word **FRESNO** with the "O" representing the sun, with its rays represented by three lines crossing the other letters.²²⁴

8-81 Service Reductions On June 23, 1981, the Fresno City Council approved the following service reductions that became effective of August 1, 1981.

Holidays: No service was to be operated on New Years, Independence Day, Thanksgiving and Christmas.

Sundays: All service was deleted.

Saturdays: Elimination of service on Saturdays on **Lines 22 (West Ave.), 24 (Fruit Ave.), 39 (Clinton Ave.) and 45 (Ashlan Ave.)**

Saturday Headways: Saturday headways were increased from 30 to 60 minutes on **Lines 31 (East Tulare Ave.), 33 (Belmont Ave.), 35 (Olive Ave.) and 41 (Shields Ave.)**.

Weekday Headways: Midday headways were increased from 30 to 60 minutes on **Lines 22 (West Ave.) and 24 (Fruit Ave.)**. Peak hour headways were increased from 15 to 30 minutes on **Line 26 (Walnut Ave.-Fig Ave.-Palm Ave.)**.

Route Cutback: Service on **Line 20 (Hughes Ave.-Marks Ave.)** north of Shaw Ave. was eliminated midday on weekdays and all day on Saturdays.

Evening Service Restoration: One evening weekday trip was added to **Line 22 (Palm Ave.)** at 6:15 P. M., and to **Line 30 (Modoc Ave.-Blackstone Ave.)** at 6:45 P. M.

Cost Reductions These changes resulted in a reduction in vehicle miles of 20 per cent, and was necessitated by reductions in federal transit funds.

²²² *Fresno Transit SRTP*, 1981-1986

²²³ *Fresno Transit SRTP*, 1981-1986

²²⁴ *Fresno Transit SRTP* 1980-1985, *Western Transit*, July, 1981

Fare Increase to 404 On July 1, 1981, the fare schedule had been changed as follows: Base cash--from 354 to 404; Elderly and Handicapped--from 104 to 204; Student tokens--from 254 to 354; express fare--from 404 to 504; and Adult monthly pass--from \$12.00 to \$18.00; the last fare increase was on July 1, 1980.²²⁵

11-81 1981 Ridership In November, 1981 ATE Management completed an operations survey for **FT**. Weekday ridership levels are shown in the following table²²⁶

<u>Line</u>		<u>Weekday</u>	<u>Vehcl.</u>	<u>Bdgs Per</u>
<u>No.</u>	<u>Name</u>	<u>Boardings</u>	<u>Miles</u>	<u>Veh Mile</u>
<u>North-South Lines:</u>				
20	WALNUT AVE.-FIG AVE.- HUGHES AVE.- MARKS AVE.	.1,311	928	1.41
22	WEST AVE.	476	475	1.00
24	FRUIT AVE.	255	384	.66
26	PALM AVE.	736	397	1.85
28	CITY COLLEGE-WISHON-STATE UNIV.	1,095	487	2.24
30	MODOC AVE-BLACKSTONE AVE.	1,672	1,,066	1.57
32	WEST CALIFORNIA AVE.-FRESNO AVE.	1,505	1,051	1.43
34	ELM AVE.-FIRST ST.	1,633	1,138	1.43
38	JENSEN AVE.-CEDAR AVE.	2,071	1,391	1.49
46	BUTLER AVE.-PEACH AVE.	<u>583</u>	<u>312</u>	<u>1.86</u>
	Sub Totals	11,337	7,629	1.49
<u>East-West Lines:</u>				
9	SHAW AVE. CROSSTOWN	768	554	1.37
29	VENTURA AVE.-CHESTNUT AVE.-MALAGA	748	513	1.46
31	TULARE AVE.-KINGS CANYON BLVD.	530	379	1.40
33	BELMONT AVE. CROSSTOWN	480	438	1.10
35	OLIVE AVE. CROSSTOWN	555	416	1.33
39	CLINTON AVE. CROSSTOWN	420	435	0.97
41	SHIELDS AVE. CROSSTOWN	562	520	1.08
45	ASHLAN AVE. CROSSTOWN	247	384	0.64
49	SHAW AVE.-HIGHWAY CITY	<u>169</u>	<u>384</u>	<u>0.44</u>
	Sub Totals	4,429	4,023	1.10
	SYSTEM TOTALS	15,816	11,652	1.36

11-81 1981 Route Changes In the fall of 1981, several route adjustments were made, including the following:

Line 20--WALNUT AVE.-FIG AVE.-HUGHES AVE.-MARKS AVE. **Line 20** was extended to West Fresno over the route and in place of previous **Line 26** service. Buses came into downtown via North Fresno, as before, then via 'M', Kern, Van Ness, Tuolumne, Broadway, Fresno, Martin, Walnut and North to Fig; they then continued via Fig, Pottle and Fresno into town and previous route out North Fresno.²²⁷

Line 26--PALM AVE. Former service to West Fresno via the Walnut-Fig loop was transferred to **Line 20**, and thereafter buses terminated in downtown. The new route was via Divisadero, Fulton, Tuolumne, 'M', Kern and Van Ness to Mariposa; buses then left town via Van Ness, Amador, Broadway and Divisadero.²²⁸

Line 39--CLINTON AVE. CROSSTOWN The route of **Line 39** between Clinton and Chestnut and the Fresno Air Terminal which had diverted south on Chestnut, east on McKinley and north on Clinton to the passenger terminal was changed to operate directly east on Clinton from Chestnut to the airport. **Line 39** replaced **Line 41** on this segment.²²⁹

²²⁵ *Fresno Transit SRTP*, 1981-1986

²²⁶ *Fresno Transit SRTP*, 1982-1987

²²⁷ *Fresno Transit Line 20 schedule*, dated 11-16-81

²²⁸ *Fresno Transit Line 26 schedule*, dated 12-1-81

²²⁹ *Fresno Transit Line 39 schedule*, dated 8-1-81

Line 41–SHIELDS AVE. CROSSTOWN The route of **Line 41** was also changed between Clinton and Chestnut. **Line 41** was routed via Chestnut, McKinley and Clinton to the Fresno Air Terminal in place of the former **Line 39** service, and instead of its previous route directly via Clinton Ave.²³⁰

12-81 Saturday Service Restored Saturday service was restored on **Lines 22 (Palm), 24 (Fruit), 39 (Clinton)** and **45 (Ashlan)** on December 9, 1981. Sixty minute service was provided on **Lines 24, 39** and **45**, with 90 minutes on **Line 22**.

1981 Another New General Manager In 1981, Milton Black replaced Paul Ramito as FT General Manager.

7-82 Patronage Reduction The 1980 fare increase and minor service reduction resulted in a ridership decrease of 2.2 percent; as a result of the 1981 fare increase and major service reductions, ridership was off by another 15.4 percent to the equivalent of the 1978 level.²³¹

7-82 1969 Flexible Buses Refurbished Nine of the 19 7000-series 1969 Flexible (model 111-CC-D5-1) transit buses were refurbished in 1982..²³²

9-82 I.R.S. Express Service By the fall of 1982, the express service to the I.R.S. headquarters had been revised as described below:

Line 1X–BULLARD AVE.-FIRST ST.-I.R.S. EXPRESS From Blackstone and Bullard, via Bullard, First, Shields, Chestnut, Kings Canyon, Peach and Butler to the I.R.S. complex at Helm Ave.

Line 2X–CLOVIS-I.R.S. EXPRESS From Tollhouse and Escalon in Clovis, looping through Clovis via Tollhouse, Sunnyside, Barstow, Railroad, Jefferson, Clovis, Fifth, Bullard, Minnewawa, Gettysburg, and Willow, then via Chestnut, Kings Canyon, Peach and Butler to the I.R.S. complex.

Both I.R.S. routes operate one southbound morning trip, arriving at 7:15 A. M. and one afternoon northbound trip leaving at 4:12 P. M.

9-82 First Freeway Express Service In September 1982, the new State Route 41 (Blackstone) Freeway was opened between Tulare and Shaw Aves., and two new express lines were initiated on September 7, each charging a 504 one-way fare. although rides were free until September 30th. Both routes originated in the far north end of the city and operated via the newly opened Freeway to downtown. Route details are provided below.²³³

Line 53X–BULLARD AVE. FREEWAY EXPRESS From Shaw and West via Shaw, Santa Fe, Marks, Bullard, and the 41 Freeway to the Tulare Ave. offramp.

Line 63X–FIRST ST. FREEWAY EXPRESS From Blackstone and Beachwood (one block north of Herndon) via Beachwood, Abby, Alluvial, First, Shaw and Freeway 41 to the Tulare off-ramp.

Downtown Route Buses on both routes circulated through downtown via Tulare, 'M', Fresno, Van Ness, Tuolumne and Broadway to Fresno inbound; outbound buses originated on Fulton between Stanislaus and Tuolumne, and ran via Fulton, Tuolumne, Broadway, Fresno, 'M', Tulare and the 41 Freeway. One round trip was operated on each route. The morning inbound trip, was scheduled to arrive at Broadway and Fresno at 7:54 A. M., and the afternoon outbound trip left Stanislaus and Fulton at 5:04 P. M.

²³⁰ Map, *Fresno Transit SRTP*, 1982-1987

²³¹ *Fresno Transit SRTP*, 1982-1987

²³² *Fresno Transit SRTP*, 1982-1987

²³³ *Western Transit*, January, 1983, *Fresno Transit advertisement in newspaper supplement*, assumed to have been issued in September, 1982

9-82 1982 Route Changes A number of route changes were made on September 7, 1982, which were necessitated by funding constraints. Service was decreased on some route segments and increased on others, but the overall effect was a reduction in vehicle miles of 4 percent. The changes are detailed below:²³⁴

Line 9–SHAW AVE. CROSSTOWN Line 49 (Shaw-Highway City) was eliminated and its service was consolidated in to **Line 9**, which was extended to Highway City over the former **Line 49** route. Midday service had Shaw-Marks as its western terminal. Two westbound morning and two eastbound afternoon trips were extended to the Freuhauf plant in Highway City, with buses operating from Shaw Ave. via Motel and Barstow to the plant at San Madele. No service was operated to Highway City on Saturdays; all service ended at Ashlan-Marks, with buses running via Shaw and Marks to Ashlan, looping via Marks, Hampton, Frelan and Ashlan.

Line 20–WEST CALIFORNIA AVE.-HUGHES AVE.-MARKS AVE. Line 20 traded West Fresno routes with **Line 32**. **Line 20's** Walnut-Fig route went to **Line 32**, and **Line 32's** West California route went to **Line 20**, **Line 20** then operated from downtown via Fresno, California and Hughes to Kearney, returning via Kearney, Crystal, Eden, West, Myers, Teilman, California and Fresno. Fifteen minute peak hour service on the West California leg (which had been provided by **Line 32**) was continued to West Fresno only. Midday service north of Bullard on the Hughes-Marks leg was provided only during peak hours. At other hours, buses looped via Celeste, Monte, Bullard and Marks. Thirty minute service was operated on the West California leg on Saturday, but the Hughes-Marks leg (to Barstow only) had hourly schedules; but rather than having alternate West California service provided by a separate bus, **Line 22** buses (which ran on 60 minute schedules, and ended their trips in downtown) were used.

Line 22–WEST AVE. Service on the Bullard-Forkner-Sierra-West turnaround loop was eliminated and replaced by a new loop via West, Barstow, Fruit, Sierra and West. This change was made to provide one-way service on Fruit between Barstow and Sierra formerly served by **Line 24 (Fruit)**, which was cut back to Shaw. Saturday service was improved from 90 to 60 minutes so that its buses could provide alternate trips on the West California leg of **Line 20**.

Line 24–FRUIT AVE. All service on Fruit Ave. north of Shaw was discontinued, and buses looped via Fruit, Sierra Madre, Shaw and Fruit. That part of Fruit between Barstow and Sierra was served northbound by a reroute of **Line 22 (West)**, and that portion north of Herndon by an extension of **Line 30 (Modoc-Blackstone)**. Saturday service was improved from 90 to 60 minute headways.

Line 26–PALM AVE.-BUTLER AVE.-PEACH AVE. Line 46 (Butler-Peach) was eliminated and its route was absorbed by an extension of **Line 26**. Moreover, the segment of the former **Line 46** from Los Angeles and Van Ness via Van Ness, Hamilton and Second to Butler was eliminated, with buses running directly via Los Angeles and Butler. Buses then were routed from Palm and Herndon via Herndon, 'H', Broadway, Fresno, 'M', Los Angeles, Butler, Winery, Lane, Peach and Clinton to the Fresno Air Terminal. Northbound buses operated through downtown via 'M', Inyo, Van Ness, Divisadero, 'H' and Palm. Saturday service was decreased by lengthening headways from 30 to 60 minutes

Line 28–CITY COLLEGE (WISHON)-STATE UNIVERSITY The loop at the northwestern end of the line was extended one block west from Winery to Willow (a primary street); buses then looped via Shaw, willow, Gettysburg, Maple and Shaw. The inbound route diversion between Shields-Maroa and Wishon-Princeton via Shields, North Van Ness and Princeton was eliminated when a new street connecting two-way Maroa north of Shields with southbound Wishon was opened. The new connector by-passed the old **FTCo** streetcar route under the **AT&SF** right-of-way. Buses then operated directly via Princeton, the by-pass and Wishon.

Line 29–VENTURA AVE.-CHESTNUT AVE.-MALAGA One morning outbound and one afternoon inbound trip were to directly serve the I.R.S. complex, being routed from Butler and Winery via Winery, Lane, Peach and Butler to Winery. In addition, short turn service was established at Church and Maple, with buses looping via Maple and Florence to Chestnut and back to town. There was no service between Maple-Church and Malaga during the midday on weekdays, nor before 9:00 A. M. or after 5:00 P. M. on Saturday.

Line 30–MODOC AVE.-BLACKSTONE AVE. Line 30 was extended west of its former Pinedale terminal at Harrison and Birch to cover the former northern terminal of **Line 24 (Fruit)**. From Herndon and Harrison, buses continued west via Herndon, Fruit and Northridge to Thorne; then they returned via Thorne, Dyer, Vadges, Pinedale, Fruit, Spruce and Harrison to Herndon.

Line 31–EAST TULARE-KINGS CANYON A short line terminal was established at Clovis and Kings Canyon, with buses

²³⁴ *Fresno Transit advertisement in newspaper supplement*, assumed to have been issued in September, 1982 and *Fresno Transit SRTP*, 1983-1988

looping via Clovis, Kings Canyon, Philip and Balch. Only two trips each during the morning and afternoon peak were operated east of Clovis-Kings Canyon, with no service on Saturday.

Line 32–WALNUT AVE.-FIG AVE.-FRESNO AVE. Line 32 swapped West Fresno routes with Line 20; Line 32's West California service went to Line 20, and Line 20's Walnut-Fig route went to Line 32. Line 32 then ran from downtown via Fresno, Martin, Walnut and North to Fig, returning via Fig, Pottle and Fresno. The peak hour extension east of Fresno State University (a remnant of discontinued Line 51) was discontinued, and all service terminated at FSU. The 15 minute peak hour and 30 minute weekday midday service was changed to 20 minutes all day.

Line 33–BELMONT AVE. CROSSTOWN The western terminal of Line 33 was cut back half a mile from Marks to Hughes, this segment being very lightly used and outside the Fresno city limits. Buses then looped via Belmont, Hughes, Bengston, Dennett, Parkway and Belmont.

Line 34–ELM AVE.-FIRST ST. The route configuration of Line 34 in the area north FSU, with an extension east along Herndon serving the remnant of Line 51 previously served by a peak-hour extension of Line 32. All service operated via North Fresno and Warner to St. Agnes Hospital at Millbrook, the northern terminal. Alternate trips then covered one of two branches: (1) via Millbrook, Alluvial, Fresno, Ness and First into town; or (2) via Millbrook, Herndon, Chestnut, Sierra and First into town. The portion of the route on Alluvial between Fresno and Blackstone was discontinued in order to serve the area to the north between Fresno and First.

Line 35–OLIVE AVE. CROSSTOWN The eastern terminal of Line 35 was cut back one-half mile from Clovis to Minnewawa, as the area was undeveloped and generated very little ridership. Buses then looped via Olive, Minnewawa, Olive frontage road, Villa and Olive.

Line 38–JENSEN AVE.-CEDAR AVE. Service north of Bullard (on the Bullard-Millbrook-Sierra-First-Warner-Herndon-Cedar loop) was discontinued and a new loop instituted via Cedar, Shaw, First, Bullard and Cedar.

Line 41–SHIELDS AVE. CROSSTOWN Line 41 was extended north on Marks from Ashlan to Shaw, replacing former Line 9 weekday service in this area. Buses then looped via Marks, Shaw, Holt, Fairmont and Marks. No Saturday service was provided on Marks Ave. or south and east of Clinton and Chestnut. Saturday buses ran from Clinton and Chestnut (looping via Clinton, Sierra Vista, Princeton and Chestnut) via Chestnut, Shields, Fresno, Dakota, Effie, Dayton (through Manchester Center), Blackstone and Shields to Weber (looping via Shields, Pleasant, Fountain, Weber and Shields).

11-82 1982 Service Summary After the September 1982 service changes were instituted, peak bus requirements had been reduced from 69 to 64 on the local lines; addition of the four express service added one bus per line, bringing the total peak usage to 68. Midday bus usage increased by one, from 50 to 51. Peak hour reductions were accounted for by the shortening of Lines 24 (-1) and 31 (-1), and the reduction of the peak hour headway (from 15 to 20 minutes) on Line 32 (-2); the combination of Lines 26 (+2) and 46 (-2) was a push, and the combination of Lines 9 and 49 resulted in the savings of one bus. In the midday, one bus was added to Line 20 for schedule adherence purposes and two buses were added to Line 32 to decrease the headway from 30 to 20 minutes; one each bus was saved on Lines 29 and 31 due to short turn operation and there was no change in the elimination of Line 46 and extension of Line 26. The schedule changes resulted in a reduction in weekday vehicle miles of 417.²³⁵

2-83 New Garage Opens Phase 2 of FT's maintenance facility was opened in February, 1983. The new garage covers 49,000 square feet, and can accommodate up to 150 buses; its features include body repair work, painting, welding and machine work, air conditioning, and radiator and upholstery repair.²³⁶

3-83 I.R.S. Routes Revised For several years, FT had been operating express bus service from the far north part of town to the Internal Revenue Service regional service center for IRS employees. Patronage on these routes had declined, and in 1982 in consultation with IRS officials they were reviewed. In March, 1983 the routes were revised as follows²³⁷

Line 1X–BULLARD AVE.-FIRST ST.-I.R.S. EXPRESS From Blackstone and Bullard, via Bullard, First, Shields, Chestnut, Kings Canyon, Peach and Butler to the I.R.S. complex at Helm Ave.

Line 2X–CLOVIS-I.R.S. EXPRESS From Tollhouse and Escalon in Clovis, looping through Clovis via Tollhouse, Sunnyside, Barstow, Railroad, Jefferson, Clovis, Fifth, Bullard, Minnewawa, Gettysburg, and Willow, then via Chestnut, Kings Canyon, Peach and Butler to the I.R.S. complex.

²³⁵ *Fresno Transit SRTP*, 1983-1988

²³⁶ *Fresno Transit SRTP*, 1983-1988

²³⁷ *Fresno Transit SRTP*, 1983-1988 and *Fresno Transit schedule*, dated 7-12-83

Both I.R.S. routes operate one southbound morning trip, arriving at 7:15 A. M. and one afternoon northbound trip leaving at 4:12 P. M.

9-83 1983 Route Changes On September 12, 1983 a number of service changes were instituted, as detailed below: ²³⁸

Line 9–SHAW AVE. CROSSTOWN A minor route diversion from Shaw Ave. in the vicinity of Marks was instituted with buses operating via Shaw, Holt, Fairmont, Marks and Shaw.

Line 20–WEST CALIFORNIA AVE.-HUGHES AVE.-MARKS AVE. The weekday off-peak and Saturday Marks-Bullard shortline terminal was moved a quarter-mile west, with buses routed via Marks, Bullard, North Figarden Dr., North Feland and Bullard back to Marks (where the layover was taken).

Line 22–WEST AVE.-EAST TULARE AVE. The previous **Line 22–WEST AVE.** was combined with the former **Line 31–EAST TULARE AVE.-KINGS CANYON.** Buses were then routed from West-Marks via West, Weber, Olive, San Pablo, 'M', Fresno, Van Ness, Tuolumne, Broadway, Fresno, 'H', Tulare, Clovis, Kings Canyon and Fowler to Butler, looping via Liberty, Burgan, Butler and Fowler. Northbound buses operated through town via Tulare, 'M', Inyo, Van Ness, Calaveras, 'M' and San Pablo. The West Ave. leg was extended north from Sierra to Herndon, with buses looping via West, Herndon, Fruit and Bullard. The former 45 minute midday headways on the West Ave. leg were changed to 30 minutes to match service on the Tulare Ave. leg.

Line 26–PALM AVE.-BUTLER AVE.-PEACH AVE. The northbound downtown route, which had been via Los Angeles, 'M', Inyo, Van Ness, Divisadero and 'H', was changed to Los Angeles, Van Ness, Amador and 'H'.

Line 28–FSU-WISHON AVE.-VENTURA AVE.-CHESTNUT AVE.-MALAGA **Line 28** was combined with **Line 29–VENTURA AVE.-CHESTNUT AVE.-MALAGA.** This move restores the former **WISHON-RECREATION** (plus extensions) which ran for many years as **Line 1.** Buses followed the former **Line 28** route from northwest Fresno to downtown, then via Fulton, Stanislaus, Broadway, Fresno, 'M', Ventura-Kings Canyon, Chestnut, Butler, Winery, Hamilton, Chestnut, Church, Maple (through Calwa), North, Chestnut, Muscat, Victoria and Grand through Malaga, looping via Grand, Ward, Gould, Harding, Olney and Frank to Grand. Midday weekday and Saturday morning buses still shortlined at Church-Maple, looping via Church, Maple, Eugenia and Price. One northbound afternoon trip was diverted from Peach-Butler to directly serve the IRS Regional Center, and looped via Maple, Lane, Peach and Butler. Northbound buses traveled through downtown directly via Ventura and Van Ness. Thirty minute service was maintained on both ends of the new route.

Line 30–MODOC AVE.-BLACKSTONE AVE. That portion of the Pinedale loop north of Fruit and Spruce was eliminated, and buses looped more simply via Herndon, Fruit, Spruce, Farris and Herndon. The route through downtown was also changed: southbound, buses operated via Blackstone, 'O', Fresno, 'M', Inyo, Van Ness, Tuolumne, Broadway, Fresno and former route. Northbound buses ran via Fresno, 'O', Tuolumne, 'P', Abby and Blackstone. The previous 15 minute peak and 30 minute base headways were changed to 20 minutes all day. The 30 minute Saturday morning headways were retained, but afternoon schedules were improved to 20 minute frequencies.

Line 34–ELM AVE.-NORTH FRESNO AVE. The route of the Herndon-Chestnut-Sierra loop was clarified to show the route diversion from Sierra between Menlo and Maple via Menlo and Maple because Sierra did not exist between those two streets. Further, the downtown route was revised: southbound buses ran via First, Ventura, 'O', Tulare, 'M', Inyo, Van Ness, Tuolumne, Broadway and Fresno; northbound buses operated via Fresno, 'O', Ventura and First.

Line 38–JENSEN AVE.-CEDAR AVE. The downtown loop was changed so than buses operated inbound via Fresno, Inyo and Van Ness to Mariposa; outbound buses continued via Van Ness, Tuolumne, Broadway and Fresno.

Line 45–ASHLAN AVE. CROSSTOWN Weekday midday service was changed from 30 to 60 minute frequencies.

EXPRESS ROUTES:

Line 1X–BULLARD AVE.-FIRST ST.-I.R.S. EXPRESS From Shields-Hughes, via Hughes Emerson, Hughes, Emerson, Marks, Shaw, Santa Fe, Marks, Bullard, First, Shields, Cedar, Belmont, Chestnut, Kings Canyon, Peach and Butler to I.R.S. Northbound buses returned via Butler, Chestnut and reverse of southbound route.

Line 2X–NORTHEAST FRESNO-CLOVIS-I.R.S. EXPRESS From First and Herndon (looping via First, Herndon, Millbrook and Warner) via First, Sierra, Chestnut, Bullard, Minnewawa, Gettysburg, Willow-Chestnut, Kings Canyon, Peach and Butler to I. R. S. Northbound buses returned via Butler, Chestnut and reverse of southbound route.

Line 53X-BULLARD AVE. FREEWAY EXPRESS From West and Shaw via West, Barstow, Marks, Bullard and the S. R. 41 (Blackstone) Freeway to the Tulare off-ramp.

Line 63X-FIRST ST. FREEWAY EXPRESS From Herndon (Beachwood) and Blackstone, via Blackstone, Fir, Abby, Alluvial, Fresno, Ness, First, Shaw and S. R. 41 (Blackstone) Freeway to the Tulare off-ramp.

Downtown Route for Express Buses: From the Tulare off-ramp of the S. R. 41 Freeway, via Tulare, 'O', Fresno, 'M', Tulare, Van Ness and Tuolumne to Fulton. Outbound buses departed from the PG&E building on Fulton north of Tuolumne, via Fulton, Tuolumne, Broadway, Fresno, 'O', Tulare and the S. R. 41 Freeway.

Summary These changes resulted in a decrease of 594 daily vehicle miles on weekdays and 196 on Saturdays.

1983 General Manager Turnover The rapid of General Manager turnovers was slowed in 1983, when Terry Cooper replaced Milton Black. Since the 1974 retirement of Gerald Nickelson, four department heads had come and gone in just ten years. Terry Cooper's tenure would reverse this trend, as he would remain in charge of transit operations for eight years. His next two successors could only manage five and four years respectively.

3-84 More Flexible ADB Buses Twelve new Advance Design Buses were acquired from The Flexible Company in March, 1984. These buses were numbered 8401-8412 and were 35 feet long (the first such new buses since 1961) and 102 inches wide, and were equipped with airconditioning and wheel chair lifts located in the front door. These new buses were to replace the two 1960 and ten 1961 GMC TDH-4517 buses, the last General Motors buses in the fleet.²³⁹

4-84 7000-Series Refurbishment Completed The refurbishing of nine of the 7001-7019 series 1969 Flexible buses was completed during the spring of 1984. The upgrading of the remaining ten was scheduled for the 1987-88 Fiscal Year..²⁴⁰

6-84 Last 15 Minute Line In June, 1984 the 15 minute peak hour service on the downtown to West California portion of Line **20--WEST CALIFORNIA AVE.-WEST AVE.-HUGHES AVE.** was increased to 30 minute frequencies. This was the last 15 minute service on the system, all others having been changed to 20 or 30 minutes.²⁴¹

7-84 Ridership Trends The ridership decline that was precipitated by a fare increase and substantial service reductions in 1981-82 amounted to -16.7 percent that year. However, the trend was slowed to -3.9 percent in 1982-83 and appeared to be reversed, since a 1.1 percent increase was registered during the first six months of 1983-84.²⁴²

9-84 A.M. General and Last G.M. Buses Replaced By September, 1984 the 12 latest Flexible Metro buses had been placed in service, and the remaining 12 GMC TDH-4517's (610-619 and two others) and all ten of the AM General 10240-8's (7501-7510) had been removed from service and put-up for sale.²⁴³

²³⁹ *Fresno Transit SRTP*, 1984-1989

²⁴⁰ *Fresno Transit SRTP*, 1984-1989

²⁴¹ *Fresno Transit SRTP*, 1985-1990

²⁴² *Fresno Transit SRTP*, 1984-1989

²⁴³ *Western Transit*, September, 1984

10-84 Remaining New Look Buses Repainted to Match ADB's A program to repaint the remaining "new look" buses (Flxible's 7001-7019 and 7701-7750) to match the Flxible "ADB's" was begun in the Fall of 1984. The scheme with white roof, brownish-gold in the windows area, blue belt stripe and beige bottom, replaced the former white with yellow and blue stripes.²⁴⁴

10-84 Sunday Service Restoration On September 30th, Sunday service was restored on 10 lines between approximately 9:30 AM and 6:30 PM. **Lines 9, 28, 30, 32, 34 and 38** ran on half hour schedules, while **Lines 20, 22, 26, and 35**, operated at hourly frequencies; no service was provided on **Lines 24, 33, 39, 41 and 45**. No Sunday service had been operated during the proceeding two years. Saturday schedules were instituted on the four holidays previously without service--New Years, Fourth of July, Thanksgiving and Christmas. For the 1984 baseball season, FT initiated its "**RED WAVE EXPRESS**," which was an express service from the Manchester and Fashion Fair shopping centers to the home games of the CSUF (Fresno State) Bulldogs.²⁴⁵

12-84 1984 Service Summary Service levels reported for December of 1984 showed all-day weekday schedules of 20 minutes on **Lines 30, 32, 34 and 38**, with 30 minutes on the remaining lines, **9, 20, 22, 24, 26, 28, 33, 35, 39, 41 and 45**, except that **Lines 24 and 45** had 60 minute midday frequencies. The two IRS and two CBD express lines (**1X, 2X, 53X and 63X**) were still slated for one round trip each (AM-south, PM-north). This level required 63 peak and 55 midday buses. Saturday services were reported as to have 30 minute schedules on **Lines 9, 28, 30, 32, 34 and 38** (except that **Line 30** had 20 minute afternoon schedules), while **Lines 20, 22, 24, 26, 33, 35, 39, 41 and 45** had hourly headways (the West California portion of **Line 20** had 30 minute service, which was provided alternately by **Line 20 and 22** buses). A total of 39 buses were required to run these schedules. The pilot Sunday program (headways listed above) required 27 buses.²⁴⁶

1-85 Service to Westland College Hourly service was provided to Westland College on weekdays by extending the Herndon/Chestnut/Sierra loop of **Line 34--ELM AVE.-FIRST ST.** eastward from Chestnut-Herndon via Herndon and Peach to Fir (looping via Fir, Ceasar, Spruce and Bush). This extension began operation in January, 1985.²⁴⁷

2-85 Reserve Bus Fleet As of the February, 1985 equipment inventory, the 12 GMC "New Look" buses had been sold, but the ten AM General coaches had been retained for the "Reserve Fleet," although they were slated for sale in 1985.²⁴⁸

6-85 1985 Operating Statistics The ridership growth reported for the partial FY 1983-84 of 1.1 percent turned-out to be 2.1 for the full period. For the partial FY 1984-85 period, ridership was up by 8.2 percent. As a result of the **Line 20** service reduction, weekday revenue vehicle miles were reduced from 10,641 (December, 1983) to 10,513 (December, 1984); there was no change in Saturday miles (6,746) and the pilot Sunday program operated 3,280 miles.²⁴⁹

6-85 Line 9 Turnaround Loop In June, 1985, the turn around loop of the peak-hour extension of **Line 9--SHAW AVE.** (west of Marks Ave.) was enlarged to operate via Freeway 99, Ashlan, Cornelia, Parkway, Fairmont and Polk to Shaw.²⁵⁰

7-85 Fares Increased to 504 In July, 1985, fares were increased as follows: Adult cash: 404 to 504, Senior/Handicapped: 204 to 254, Tokens: 454, Adult passes: \$15 to \$16/month, Senior/Handicapped passes: \$5 to \$6/month.²⁵¹

9-85 Belmont-Olive Belt Route Parallel (and adjacent) Crosstown **Lines 33--BELMONT AVE.** and **35--OLIVE AVE.** were combined into a "belt" operation in September, 1985. In the new configuration, one set of buses would run east on Belmont and west on Olive and another set would reverse the process. The route of the two lines was simplified in the process, the new alignment being from Clovis-Olive via Clovis, Belmont, Marks and Olive to Clovis; to accomplish this, **Line 33** was extended west from Hughes to Marks and **Line 35** was extended east from Minnewawa to Clovis, new service was established on both Clovis and Marks between Belmont and Olive and the previous turn around loops were discontinued.²⁵²

²⁴⁴ *Western Transit*, October, 1984

²⁴⁵ *Fresno Transit SRTP*, 1984-1989 and *Western Transit*, October, 1984

²⁴⁶ *Fresno Transit SRTP*, 1985-1991

²⁴⁷ *Fresno Transit SRTP*, 1985-1991

²⁴⁸ *Fresno Transit SRTP*, 1985-1991

²⁴⁹ *Fresno Transit SRTP*, 1985-1990

²⁵⁰ *Fresno Transit SRTP*, 1986-1991 and *Western Transit*, April, 1986

²⁵¹ *Fresno Transit SRTP*, 1986-1991 and *Western Transit*, April, 1986

²⁵² *Fresno Transit SRTP*, 1986-1991 and *Western Transit*, April, 1986

6-86 1986 Service Report The FY 1985-86 service report showed no change in frequencies, basic 30 minute headways being operated on all lines except **30, 32, 34** and **38** which had 20 minute service and **24** and **45** which had 60 minute service midday. Saturday headways were also 30 minutes except for **Line 30** with 20, and **Lines 20, 22, 24** and **26** with 60. There was no Sunday service on **Lines 24, 26, 39** and **45**; **Lines 20, 22, 33/35** and **41** had hourly service, while **28, 30, 32, 34** and **38** had 30 minute headways. These schedules required 63 peak and 55 midday buses on weekdays, with 39 on Saturday and 29 on Sunday. Total ridership for 1985-86 was off slightly, at -0.6 percent, compared to 1984-85—from 7.957 to 7.912 million.²⁵³

6-86 1986 Equipment Report The 1986 equipment report listed 82 active buses. One of the 50 7700-series 1977 Flxible (New Look) buses had been lost. The ten 7000-series 1970 Flxible that had not been refurbished were placed in the contingency fleet, along with the ten 7500-series AM General buses, the latter of which were slated to be sold later in the year. Although it was originally planned to refurbish the remainder of the 7000's, the program was dropped (including plans to re-do some of the 7700's).²⁵⁴

6-86 Holiday Service In other changes during 1985-86, holiday service was altered so that Saturday schedules are operated on President's Day, Veterans Day and the Friday after Thanksgiving; Sunday schedules are operated on Memorial Day and Labor Day; and no service is provided on New Years Day, Independence Day, Thanksgiving Day and Christmas.²⁵⁵

7-86 1986 Route Changes On July 1, 1986 the following route and service changes became effective:

Line 9—SHAW AVE. CROSSTOWN In Highway City, service to the industrial area along Motel Dr. north of Shaw Ave. was eliminated and all trips were routed along the Ashlan-Cornelia loop that was instituted in June, 1985. Further, full-time service was extended to Highway City Monday through Saturday. In Clovis, the route east of Minnewawa was changed with buses operating via Minnewawa, Bullard, Fifth and Sunnyside to Bullard, looping via Bullard, Fowler and Sunnyside. (The previous route was via Shaw, Fowler and Fifth to Sunnyside.) Service in Clovis was also provided Monday through Saturday. On Sundays, buses operated on Shaw only between Marks and Willow (looping via Shaw, Marks, Fairmont and Holt at the west end and via Shaw, Winery, Santa Ana, Willow and Shaw at the east end).

Line 20—WEST CALIFORNIA AVE.-HUGHES AVE.-MARKS AVE. The Herndon and Sierra loops were eliminated, and a new turnaround loop was initiated via Marks, Shaw, Santa Fe, Marks, Bullard, West, Shaw and Marks. This route replaced all **Line 22** service on West Ave. north of Shaw. Sunday service was operated between downtown and Kearney-Hughes in West Fresno, but not to northwest Fresno via Hughes and Marks. Instead it operated to the Hazelwood district over a portion of weekday **Line 26**. From Kearney-Marks via Kearney, Crystal, Eden, West, Meyers, Teilman, California, Fresno, 'M', Los Angeles, and Butler to Chestnut, looping via Chestnut, Lane, Winery and Butler; returning via Butler, Los Angeles, Van Ness, Tuolumne, Broadway, Fresno, California and Hughes to Kearney.

Line 22—WEST AVE.-TULARE AVE.-KINGS CANYON BLVD. All service on West Ave. north of Shaw was eliminated, and absorbed by a new turnaround loop of **Line 20**. The new loop was via West, Fairmont, Forkner, Shaw and West. The Sunday route was revised to operate only between Kings Canyon-Clovis and West-Shaw, providing service on a portion of Fruit Ave.: From Clovis-Kings Canyon, via Clovis, Tulare, 'M', Inyo, Van Ness, Calaveras, 'M', San Pablo, Olive, Fruit, Clinton and West to Shaw. The return route was via Shaw, Fruit, Dakota, West, Clinton, Fruit, Olive, San Pablo, 'M', Fresno, Van Ness, Tuolumne, Broadway, Fresno, 'H', Tulare and Clovis to Kings Canyon.

Line 24—FRUIT AVE. Weekday peak headways of 30 minutes were increased to 60 minutes to match midday and Saturday frequencies.

Line 32—FIG AVE.-FRESNO ST. In West Fresno, the long-lived Fig-Walnut loop was finally broken-up. Two-way service was provided on Pottle and Fig from Fresno to Annandale, with a loop via Annandale, Elm, North, Walnut and Annandale. In north Fresno, service was diverted between Shields and Dakota from Fresno St. to Blackstone Ave. to serve the Manchester Shopping Center and its major transfer point. In the FSU area, two-way service on Barstow between Fresno and the FSU campus (east of Cedar) was replaced by a one-way loop via Fresno, Barstow, Cedar, Bullard and Fresno; bus service was no longer operated onto the north end of the FSU campus. **Line 32** was one of the first of the "20 minute lines" to lose its 20 minute service; weekday frequencies were changed to 30 minutes. Productivity data for **Line 32** wasn't much different from the other 20 minute lines, but its schedule cycle time was stretched to the limits, and schedule adherence was becoming difficult. The alternative to reducing service was adding a bus to the schedule, an added cost without potential for additional revenue. Sunday service operated only as far north as the Fashion Square shopping center at Shaw Ave., looping via Shaw, First and Gettysburg.

²⁵³ *Fresno Transit SRTP*, 1986-1991

²⁵⁴ *Fresno Transit SRTP*, 1986-1991

²⁵⁵ *Western Transit*, April, 1986-1991

Line 33-BELMONT AVE./35-OLIVE AVE. The unusual "belt" operation was split at the west end, and the line became essentially a "U" shaped route. Two new turnaround loops were provided at the west end: via Belmont, Marks, Olive, Hughes and Belmont for the "33" end and via Olive, Marks, McKinley, Hughes and Olive for the "35" end. A diversion from Belmont Ave. to Nelson Ave. was also provided between Fruit and Tielman/Pacific to serve the Fresno Metropolitan Area Occupational Center at that location. On Sundays, the new turn-around loops and route diversions were not served, with the route returning to the "belt" operation via Olive, Clovis, Belmont and Marks (one bus) and the reverse (another bus).

Line 34-ELM AVE.-FIRST ST. The service extension from the Herndon-Chestnut-Sierra loop to Westland College was eliminated as the college was closed. Twenty minute weekday service was also dropped from **Line 34**, with 30 minute service being provided seven days a week. On Sundays, alternate operation to the Nees and Herndon loops was replaced by service to a single and smaller loop to St. Agnes Hospital via First and Warner to the hospital, returning via Warner, Millbrook, Herndon and First.

Line 38-JENSEN AVE.-CEDAR AVE. **Line 38** was also modified in the West Fresno area to cover the portion of Walnut Ave. not served by **Line 32**. The new route was basically via Fresno, Martin, Walnut and Jensen, except that there was a diversion off Walnut via Belgravia, Fairview and Church to serve the Hinton Community Center. In north Fresno, the line was cut back from Barstow to Bullard, with the new turn-around loop via Cedar, Shaw, First, Barstow and Cedar. Reason for this change was to improve schedule adherence. Because of low ridership during summer months, **Line 38** ran at 30 minute headways on weekdays instead of 20 during June, July and August.

Line 41-SHIELDS AVE. CROSSTOWN Sunday service was dropped due to low ridership.

Line 45 ASHLAN AVE. CROSSTOWN Low ridership trips leaving Manchester Center at 8:20 A.M., 1:20 and 5:50 P.M. were dropped from the schedule that otherwise provided 30 minute service.

4-87 1987 Service Report The 1987 weekday service report showed 20 minute service only on **Lines 30** and **38** and 60 minute service on **Lines 24** (all day) and **45** (midday only). All other lines operated 30 minute service. The service reductions instituted in July, 1986 had caused a reduction in buses on weekdays from 63 to 59 in the peak and from 55 to 53 midday, and mileage was reduced from 10,730 to 10,023. Saturday service was shown with 20 minute (afternoon) service on **Line 30** and 60 minute frequencies on **Lines 20, 22, 24** and **26**, with all other routes having 30 minute schedules. Bus requirements increased from 39 to 40, but mileage decreased from 6,818 to 6,168. On Sundays, 60 minute service was provided on **Lines 9, 20, 22** and **33/35**, with 30 minute service on **Lines 28, 30, 32, 34** and **38** and no service on **Lines 39, 41** and **45**. Bus requirements stayed at 29, but mileage decreased from 3,197 to 3,005.²⁵⁶

5-87 1987 Equipment Report The fleet inventory for 1987 still showed 82 active buses, but only the ten 7000-series Flxible's were listed in the contingency fleet, the ten 7500-series AM General buses having been sold in 1986.²⁵⁷

6-87 1987 Ridership Annual ridership for FY-1986-87 was 7.419 million, which was down by 493,000 or -6.2 percent from the previous year.²⁵⁸

7-87 1987 Route Changes The following route and service changes became effective on July 1, 1987:²⁵⁹

Line 9-SHAW AVE. CROSSTOWN Turnaround loop on Sundays at Marks-Shaw changed from southeast to northwest corner to ease traffic congestion and better serve shopping area.

Line 34-ELM AVE.-FIRST ST. The Monday through Saturday Herndon-Chestnut-Sierra loop in northeast Fresno was shortened to return on Maple instead of Chestnut. The Sunday route was also shortened so that service extended north only as far as Shaw instead of Herndon. The new turn around loop was via First, Shaw, Fresno and Gettysburg, circling the Fresno Fashion Fair shopping center.

Line 41-SHIELDS AVE. CROSSTOWN Westbound access to Manchester Center was changed with buses traveling directly north on Blackstone Ave. and then into the new transit center on a dedicated roadway. Previously buses had turned on Dayton and shopping center roadways.

²⁵⁶ *Fresno Transit SRTP, 1987-1992*

²⁵⁷ *Fresno Transit SRTP, 1987-1992*

²⁵⁸ *Fresno Transit SRTP, 1987-1992 and 1990-1995*

²⁵⁹ *Fresno Transit SRTP, 1987-1992*

9-87 Manchester Transit Center Dedicated roadways and loading bays for a regional transit center at Manchester Center were completed and made operational in September of 1987. A satellite administration building and terminal to be located adjacent to the transit center were scheduled to be completed during FY-1988-89.

1-88 1988 Service Report The 1988 service report taken in January showed no change in headways or equipment on any line, but there was a reduction of 247 vehicle miles and ten vehicle hours on weekdays, ten miles and no hours on Saturdays and 65 miles and eight hours on Sundays.²⁶⁰

3-88 1988 Equipment Report The 1988 fleet inventory (dated in March) showed no change from the previous year—it still had the same 82 active and ten contingency fleet buses.²⁶¹

6-88 1988 Ridership Annual ridership FY-1987-88 amounted to 8.218 million, an increase of almost 800,000 or 10.8 percent from the previous year. The increase was attributed to greater marketing activity.²⁶²

7-88 1988 Service Report The FY-1988-89 service survey was taken in July, 1988, and showed no change in frequencies on weekdays, but an increase of 78 vehicle miles and nine hours. Saturday and Sunday services were also unchanged, but 75 more miles and 11 more hours were operated on Saturday, while 20 fewer miles and one less hour were run on Sundays. Bus requirements did increase from 66 to 71 during peak hours on weekdays, due to the addition of six peak period trippers and the elimination of one peak hour bus. Midday buses remained at 53 on weekdays, but were increased from 40 to 41 on Saturdays and reduced from 26 to 25 on Sunday.²⁶³

Fresno Area eXpress (FAX)

9-88 A Third New Name On September 1, 1988 a number of service changes were instituted. At about the same time, the operating name was changed from **FRESNO TRANSIT** to **FRESNO AREA EXPRESS (FAX)**. The service was still operated as a department of the City of Fresno, and no other organizational changes were made.²⁶⁴

9-88 1988 Route Changes The 1988 route changes were:

Line 32—FIG AVE.-NORTH FRESNO ST. The western half of the new loop at the Fig Ave. (south) end of the line was eliminated as being unproductive. The line then looped via Fig, Annadale, Elm, North and Fig.

Line 33—BELMONT AVE.-OLIVE AVE. CROSSTOWN **Lines 33—BELMONT** and **35—OLIVE** had been operationally merged in 1985, but had been kept separate publicly. Apparently this was conceived to be confusing to the public, and the lines were combined under a single number (i.e., **33**).

Line 34—ELM AVE.-NORTH FIRST ST. The Herndon-Maple-Sierra loop at the north end of the line was slightly modified. Alternate buses using the east loop now leave St. Agnes Hospital and travel east on Herndon to Maple, the site of the West Coast Bible College; buses then U-turn and return west on Herndon, south on Cedar, west on Sierra and south on First.

Line 39—CLINTON AVE. CROSSTOWN The loop at the west end of the line was changed so that buses traveled via Clinton, Valentine, Shields, Marks and Clinton. At the airport end of the line, two way service on Clinton between Gateway and Chestnut was replaced by eastbound service on Clinton and westbound via Gateway, McKinley and Chestnut to Clinton.

Line 41—SHIELDS AVE. CROSSTOWN Through service was established on Chestnut Ave. between Shields and Butler when **Line 41** was extended south on Chestnut from McKinley to Butler; then the route turned west via Butler and Maple to Kings Canyon, looping via Kings Canyon, Cedar, Huntington and Maple. The portion of the route between Chestnut-McKinley and the airport was discontinued and partially replaced by the one-way loop of **Line 39**. The extension served half a dozen traffic generators.

Line 45—ASHLAN AVE. CROSSTOWN The large one-way loop at the west end of the line was eliminated, and the original two-way routing via Ashlan, Clovis, Shields and Fowler to Dakota, was reinstituted.

²⁶⁰ *Fresno Transit SRTP*, 1988-1993

²⁶¹ *Fresno Transit SRTP*, 1988-1993

²⁶² *Fresno Transit SRTP*, 1988-1993

²⁶³ *Fresno Area eXpress SRTP*, 1989-1994

²⁶⁴ *Fresno Area eXpress SRTP*, 1989-1994

9-88 Express Routes Eliminated Also on September 1, 1988, FAX discontinued its four express bus service--two to the IRS Regional Center (**1X** and **2X**) and two to downtown Fresno (**53X** and **63X**). Each route had only one weekday round trip, and all were poorly patronized. *(It is ironic that at the time Fresno Transit adopted the new name-- FRESNO AREA EXPRESS--it discontinued its only express services.)*²⁶⁵

1-89 1988 Ridership Ridership for the 1988 calendar year was up by one percent over the 1987-88 fiscal year--from 8.459 million to 8.544 million.²⁶⁶

1-89 Fares Increased to 604 Regular fares were increased on January 1, 1989 as follows:

<u>Fare Type</u>		<u>Old</u>	<u>New</u>
Base	\$.50	\$.60	
Elderly & Handicapped	.	25	.30
Monthly Pass	16.00	20.00	
Senior Citizen Pass		6.00	8.00

2-89 Manchester Transit Center Completed In February, 1989 the regional transit center at Manchester Shopping Center was finally completed. The latest addition was the auxiliary administrative building where passengers could buy passes and tokens and could acquire ID cards. This was the first major terminal facility outside of downtown.²⁶⁷

6-89 1989 Equipment Report The annual equipment survey, taken in June in 1989, showed 77 active buses, down by five from 1988. Missing were five of the refurbished 7000-series Flexible buses, which presumably were moved to the contingency fleet. This category, which had included the ten 7000's that had not been rehabilitated, increased not by five, but only by one. Four of the 7000's (presumably non-refurbished units) were off the roster and up for sale.²⁶⁸

6-89 1989 Ridership Annual ridership for the 1988-89 fiscal year was 8.535 million, an increase of over 360,000 or 4.5 percent from the previous year. Interestingly, there was a ridership increase in spite of the ten cent fare increase, although the fare hike was effective for only half of the year, and the 1988-89 ridership increase was slightly less than half of the 1987-88 increase (of 10.8 percent).²⁶⁹

9-89 1989 Route Changes The following changes were made effective September 1, 1989:²⁷⁰

Line 9--SHAW AVE. CROSSTOWN The service route in the City of Clovis was changed to operate as follows: via Shaw, Sunnyside, Fifth, Minnewawa, Barstow, Sunnyside and return via Shaw. For two morning and afternoon trips, a diversion from this route was effective to serve Clovis High School. The diversion was between Sunnyside-Barstow and Sunnyside-Bullard: buses were routed via Barstow, Fowler and Bullard.

Line 26--PALM AVE.-BUTLER AVE.-PEACH AVE. The turnaround loop at the Palm-Herndon terminal was changed to operate via Palm, Herndon frontage road, Harrison and Herndon back to Palm.

Line 45--ASHLAN AVE. CROSSTOWN Saturday service east of Ashlan-Minnewawa was discontinued, and all trip were diverted to end at the Sierra Vista shopping center via Minnewawa, and Shaw to Cole, looping via Shaw, Sunnyside, Hoblitt and Cole to Shaw.

1990-91 Fiscal Year

²⁶⁵ *Fresno Area eXpress SRTP*, 1989-1994

²⁶⁶ *Fresno Area eXpress SRTP*, 1989-1994

²⁶⁷ *Fresno Area eXpress SRTP*, 1989-1994

²⁶⁸ *Fresno Area eXpress SRTP*, 1989-1994

²⁶⁹ *Fresno Area eXpress SRTP*, 1990-1995

²⁷⁰ *Fresno Area eXpress schedule booklet*, dated 9-1-89

3-90 Route Changes On March 1, 1990, FAX instituted Phase 1 of a two phase service program to improve on-time performance and accessibility.²⁷¹

Line 26-PALM AVE.-BUTLER AVE.-PEACH AVE. One bus was added to the weekday schedule, and the loop at the north end was enlarged to cover the route through Pinedale formerly served by **Line 30**. The new route was via Palm, Herndon, Fruit, Thorne, Herndon, Ingram, Minarets and Herndon back to Palm. To better serve the Senior Citizen's Village, Pacific College and a new shopping center, the east end of the route was modified to operate as follows: from downtown via Fresno, 'M', Los Angeles, Butler, Chestnut, Hamilton, Winery, Lane, Willow, Kings Canyon and Peach to the Fresno Air Terminal.

Line 28-WISHON AVE.-VENTURA AVE.-SOUTH CHESTNUT AVE.-MALAGA The Malaga loop was changed so that buses would operate via Chestnut, Harding, Grand, Frank, Muscat and return to Chestnut.

Line 30-MODOC AVE.-BLACKSTONE AVE. The Pinedale loop was changed to operate via Blackstone, Nees, Ingram and Minarets back to Blackstone. The discontinued portion of the route was absorbed by an extension of **Line 26**.

Line 32-FIG AVE.-NORTH FRESNO ST. The weekday and Saturday turnaround loop at the north end of the line was shortened from Cedar to First, so that buses now loop via Fresno, Barstow, First, Bullard and Fresno.

Line 38-JENSEN AVE.-CEDAR AVE. The weekday turnaround route at the north end of this line was extended north from Barstow to Bullard in place of the former **Line 32** loop. Buses then looped via Cedar, Barstow, First, Bullard and Cedar. Weekend trips continued to use the Shaw-First-Barstow-Cedar loop.

Line 39-CLINTON AVE. The turnaround loop at the west end of this line was modified to serve the Hacienda Senior Citizens Resort. Buses were diverted at Parkway (Princeton)-Marks via Parkway, and Vassar back to Clinton.

3-90 Service Report The service analysis for FY-1989-90 was taken in March of 1990. Service levels were the same as the previous year. Weekday peak buses were reduced from 71 to 69, while midday buses increased from 53 to 55; weekday mileage decreased by 45 and hours increased by 26. Weekend service was unchanged, as were the 41 Saturday and 25 Sunday buses; mileage increased by 98 on Saturday and 45 on Sunday, but there was no change in hours on either day..²⁷²

6-90 Ridership Annual ridership for 1989-90 was 8.9 million, up by almost 400,000, or 4.6 percent, over the previous year

6-90 Equipment The FY 1990 allotment of new buses arrived by June of 1990. The order consisted of 23 Flxible 40102-6T buses, which were 40 feet long and 102 inches wide, had 46 padded-insert seats, openable windows (sliding sash), "stop requested" signs, digital front destination and rear route number signs, airconditioning and Lift-U front door wheelchair lifts. The assigned fleet numbers were 9001-9023.²⁷³

²⁷¹ *Fresno Area eXpress SRTP*, 1990-1998

²⁷² *Fresno Area eXpress SRTP*, 1990-1995

²⁷³ *Western Transit*, June 1990 and December, 1990

6-90 The 1990 equipment survey was taken in June, and showed 79 active and ten contingency fleet buses. The active buses, all Flxible's, consisted of the 23 new 9000's, the 12 8400's and 12 8100's (47), all "ADB's" but only 32 of the 49 "new look" 7700's. Another ten of the 7700's made-up the contingency fleet, and the other seven were in the "sale" fleet, along with all 19 of the 7000-series buses..²⁷⁴

1991-92 Fiscal Year

1-91 Equipment In October of 1991, FAX took delivery of the first new buses since 1969 that were not built by The Flxible Company! These buses were built by the Gillig Corp. in Hayward, California and were 40 feet long and 102 inches wide, with Detroit Diesel 6V-92TA engines, airconditioning and front door wheelchair lifts. The dozen new units Gillig model 40102TB6V92TA, and were given the fleet numbers 9101-9112.²⁷⁵

The equipment inventory of January, 1991 showed a total of 94 buses on the roster, 81 active and 13 for contingencies. This year, all of the 7000-series Flxible "new-look" buses were gone, as were two more of the newer but similar 7700's. The contingency fleet consisted of 13 of the 77's, while another 34 were active.²⁷⁶

1-91 Service Report The 1991 service analysis was also completed in January, and showed no change in service frequency from the previous year. Weekday base buses increased from 53 to 54, peak buses stayed at 16 for a total of 70; mileage increased by 133, while hours decreased by 35. On Saturdays, buses decreased from 41 to 40, while miles increased by two and hours decreased by 11. Sunday buses were unchanged, although miles increased by 133 and hours by one.²⁷⁷

1-91 Fare Increase to 75¢ FAX instituted a fare increase on January 1, 1991, the first change in two years. The old and new fares are listed below:²⁷⁸

<u>Category</u>	<u>Old</u>	<u>New</u>
Base fare	\$.60	\$.75
Elderly & Handicapped	.30	.35
Tokens	.50	.60
Monthly Pass	20.00	25.00
Senior Citizen Pass	8.00	10.00
Special Rider Pass	8.00	8.00

6-91 Patronage Report Annual patronage for FY 1990-91 was 9.06 million, up 1.0 percent from the previous year's total of 8.98 million. The decline in the rate of increase, previously 4.6 percent, is attributed to the fare increase.²⁷⁹

7-91 Service Changes The following route changes were implemented on July 1, 1991²⁸⁰

Line 9-SHAW AVE. CROSSTOWN The morning and afternoon route diversion to Clovis High School was eliminated, and the downtown Clovis circulation loop was reduced and changed so that buses operated via Shaw, Sunnyside, Fifth, Highes (?), Third, Sunnyside and Shaw. On Sunday, the former Willow to Marks service pattern was shifted westward with buses operating between First and Polk (Highway City). This action ended the Sunday duplication with **Line 28**, which also operated on Shaw between First and Willow, while extending Sunday service to Highway City for the first time.

Line 20-HUGHES AVE.-MARKS AVE.-EAST OLIVE AVE. Service to West California Ave. in West Fresno was eliminated and the route was incorporated into a new West Fresno loop of **Line 30**. In place of the West Fresno branch, service was extended from downtown to Olive-Clovis via Ventura-Kings Canyon, Maple and Olive, looping via Olive, Clovis, Belmont and Peach. (*The East Olive service was designated **Line 35?***) No Sunday service was provided on any segment of Line 20, the former West Fresno section being served by **Line 30** and the former Sunday-only service on Butler Ave. being operated by **Line 26**.

²⁷⁴ *Fresno Area eXpress SRTP, 1990-1995*

²⁷⁵ *Western Transit, June 1991*

²⁷⁶ *Fresno Area eXpress SRTP, 1991-1996*

²⁷⁷ *Fresno Area eXpress SRTP, 1991-1996*

²⁷⁸ *Fresno Area eXpress SRTP, 1991-1996*

²⁷⁹ *Fresno Area eXpress SRTP, 1992-1997*

²⁸⁰ *Fresno Area eXpress SRTP, 1992-1997*

Line 22–WEST AVE.-EAST TULARE AVE. Service was diverted between Weber-Floradora and Olive-Fruit via Floradora and Fruit instead of Weber and Olive. The purpose of this change was to maintain service to the Glen Agnes senior complex on Fruit Ave. which was left without service with the elimination of **Line 24** service. On the East Tulare branch, peak-hour service east of Clovis and Kings Canyon to Fowler and Butler Aves. was eliminated. Further, the inbound downtown route diversion via 'M', Inyo and Van Ness was eliminated, and buses operated directly via Tulare and Van Ness. Sunday service on Fruit between Dakota and Shaw was eliminated, with buses operating in both directions on West. The coverage of Fruit between Clinton and Floradora was also eliminated, as the new weekday/Saturday route was adopted for Sundays.

Line 24–FRUIT AVE. This line was eliminated as a separate route. Service on Fruit north of McKinley was provided by an extension of **Line 45**, and between Belmont and Floradora by a diversion of **Line 22**. Service south of Belmont to downtown was not replaced.

Line 26–PALM AVE.-BUTLER AVE.-PEACH AVE. The Butler Ave. leg was rerouted eliminating the diversion to the Senior Citizen's Village via Chestnut, Hamilton and Winery; buses then operated directly via Butler and Winery. The eastern terminal of this line was moved south from the Fresno Air Terminal to Olive-Peach; Line 39 was extended south from FAT to Peach-Olive in its place. Sunday service on East Butler, formerly operated as a part of **Line 20**, was redesignated as Line 26, as **Line 20** had been rerouted and no longer operated on Sundays. Sunday service was extended from Butler-Chestnut to Tulare-Peach via Butler, Winery, Lane, Willow and Tulare, looping via Willow, Tulare, Peach and Kings Canyon.

Line 28–FSU-WISHON AVE.-EAST VENTURA AVE.-CHESTNUT AVE.-MALAGA Peak-hour tripper buses were removed from the schedule and a straight 30 minute service was provided for the entire day. A sixth bus was added to the schedule to improve reliability.

Line 30–KEARNEY BLVD.-BLACKSTONE AVE. The former West California loop of **Line 20** was combined with the Modoc Ave. route of **Line 30** to establish a new West Fresno loop. From downtown via Fresno, 'E,' El Dorado, Trinity, O'Neill and Modoc to Kearney, looping via Modoc, Eden, Fruit, California, Teilman, Meyers, West, Eden, Crystal and Kearney to Modoc. Twenty minute weekday service was maintained on the entire route. A fifth bus was added to the Sunday schedule to maintain 30 minute service reliability.

Line 32–FIG AVE.-NORTH FRESNO ST. Service extended in North Fresno to the St. Agnes Hospital (Herndon-Millbrook), replacing the former Nees Ave. loop of **Line 34**. From downtown via Fresno, Shields, Blackstone, Dakota, Fresno, Nees, First, Alluvial and Millbrook to Herndon. Buses returned via Herndon, Cedar, Alluvial, Fresno, Dakota, Blackstone, Shields and Fresno.

Line 33–OLIVE AVE.-BELMONT AVE. CROSSTOWN The east bounds of the east-west service was cut back from Clovis to Maple. The western terminal of the Belmont leg was cut back from Marks to Durant (Rte. 99 Fwy.). At that point the route was from Marks-Olive (looping via Marks, McKinley and Hughes), via Olive, Maple and Belmont to Fruit, looping via Fruit, Franklin, Durant and Belmont. Saturday and Sunday headways were improved from 60 to 45 minutes.

Line 34–ELM AVE.-NORTH FIRST ST. Service on the Nees Ave. loop was replaced by **Line 32**, and all trips served the Herndon-Cedar-Sierra loop; the leg of this loop on Herndon from Cedar to Maple was eliminated.

Line 39–CLINTON AVE. CROSSTOWN The west end of this route was extended westward from Valentine to Brawley. The new turnaround loop is via Clinton, Marks, Shields, Marty, Courtland, Brawley and Clinton. The east end of the line was extended south from the Fresno Air Terminal via Clinton and Peach to Olive in place of **Line 26** service which was cut back from FAT to Olive.

Line 45–ASHLAN AVE.-FRUIT AVE. Ashlan Ave. service was extended from Manchester Center to Fruit-Shaw, replacing **Line 24** service on Fruit north of McKinley. From Manchester Center, buses operated via Blackstone, Shields, Wishon, McKinley and Fruit to Shaw, looping via Sierra Madre, Delno, Shaw and Fruit; the return route was via Fruit, McKinley, Van Ness, Maroa, Shields and Blackstone to Manchester Center. The Saturday route diversion to Sierra Vista Mall was eliminated and all trips operated to the regular weekday terminal at Fowler-Dakota.

Lines 38 and 41 There were no route or service changes on Lines 38 and 41.

1991 *92 Fiscal Year

5-92 Equipment The equipment inventory for FY-1992 was taken in May, 1992, and showed 107 buses, up 13 from the previous year. The change is attributed to the addition of 12 new Gillig buses to the active fleet and one (unsold) 7000-series Flexible bus to the contingency fleet. Wheelchair lift equipped buses increased from 45 to 59. Forty-seven of the original 50 7700-series Flexible's remained,

34 active and 13 contingency

Service Report The annual service analysis was also taken in May, 1992, and showed no change on the eight downtown lines (20, 22, 26, 28, 30, 32, 34 and 38), i.e., 20 minutes on 30 and 38, 30 minutes on all others. As described above, Line 24 had been partially replaced by crosstown Line 45. FAX reported only four crosstown lines (9, 33, 41 and 45) as Line 39 (Clinton) had been operationally combined with downtown Line 26 (West-Butler-Peach). Lines 9 and 41 retained their 30 minute service, but Line 33 was changed from 30 to 35 minutes and Line 45 operated hourly all day (losing its 30 minute peak service). On Saturday, downtown Line 20 was improved from 60 to 30 minutes, and afternoon service on Line 30 was increased from 30 to 20 minutes. Crosstown Line 9 was changed to 30 minutes all day and Line 33 was improved from 60 to 45 minutes. On Sunday, Line 20 lost service, it being assigned to Line 26; the other lines remained unchanged. The route and service changes resulted in an increase of eight miles and 36 hours on weekdays, 776 miles and 63 hours on Saturday and a decrease of 128 miles and nine hours on Sundays. Bus requirements increased from 66 to 68 in the peak and from 57 to 59 midday. Saturday requirements increased from 40 to 47 and Sunday's decreased from 29 to 26.²⁸¹

Cooper=s Tenure Comes to an End The eight year tenure of Terry Cooper as General Manager of FT and FAX came to an end in 1991 when he was replaced by Ron Dodsworth. Cooper=s longevity record is matched only by the 1966-1974 record of Gerald Nickelson.

1992-93 Fiscal Year

5-93 Equipment There were no additions or deletions to the bus fleet during the 1992-93 Fiscal Year, however nine of the 7700-series Flexibles were moved from the active to the reserve fleet. This was done to get the spare factor below the FTA 20 percent guideline. The 59 post 1980 Flexible ADB and Gillig Phantom buses normally covered the 58 base buses required; the 12 afternoon trippers were handled by the 7700's.

Service Changes There were no route or headway changes during Fiscal Year 1992-93. There were schedule adjustments that resulted in minor changes in revenue vehicles miles and hours, however.²⁸²

1993-94 Fiscal Year

3/94 Equipment In May of 1993, FAX acquired 20 new 102" x 40', 45 passenger buses from the Gillig Corp. They were model 40102TBL10 and numbered 9301-9320. They were the first to be powered by model L-10 Cummins diesel engines (all previous diesel buses had Detroit Diesel engines [formerly a division of General Motors, and known as GM Diesels]). The new buses displaced the lone 7000 series bus and 19 of the 7700's. Moreover, 15 additional 7700's were removed from the contingency fleet, which was reduced from 23 to just five. Only 13 of the 7700's remained in the fleet, eight in service and five in the contingency fleet.

Service Changes A new weekday terminal and turn-around loop was established at the north end of Line 20. Instead of using the Shaw-Marks-Bullard-West-Shaw loop, which it shared with Line 22, Line 20 was extended westward from Marks-Shaw via Shaw to Brawley, looping via Brawley, San Jose and Valentine to Shaw. Saturday trips continued to use the old loop. There were no headway or service changes, but weekday vehicle miles increased by 78, although hours decreased by almost eight. Weekend adjustments resulted in only minor changes.²⁸³

1994-95 Fiscal Year

3-94 Equipment In October of 1994, FAX acquired 12 additional 102" x 40', 45 passenger transit buses from the Gillig Corp. Numbered 9401-9412, they were model M11T40102, and also powered by a Cummins diesel engine. But the 9400's had the newer model M-11 engine. They displaced all eight of the 7700's and four of the 12 8100's from *Ain-service@* status. They were placed in the *Ainactive@* bus group (previously called the *contingency fleet*). The five 7700's that had been *contingency* buses last year were placed in the *bone pile* category, which included buses that were unusable or destined for disposition.

²⁸¹ *Fresno Area eXpress SRTP*, 1992-1997

²⁸² *Fresno Area eXpress SRTP*, 1993-1998

²⁸³ *Fresno Area eXpress SRTP*, 1994-1999, *FAX Schedule Guide*, 9-1-93

Service Changes The turnaround loop at the west end of Line 9 was modified by eliminating the portion of the loop on the Highway 99 Freeway and Ashlan Ave., and service was extended south to Clinton-Brawley. The new route was via Shaw, Polk, Fairmont, Parkway, Cornelia, Ashlan and Brawley to Clinton, looping via Shields, Blyth and Shields. This provided a connection with Line 26 at Clinton-Brawley. The east end of Line 9 was pulled out of the City of Clovis, and terminated at Shaw-Willow, looping via Willow, Gettysburg and Maple. Line 28 was extended from Shaw-Willow via Shaw eastward to Sunnyside in Clovis, looping via Sunnyside, Hoblit and Cole. Total weekday base equipment requirements were increased by one due to the addition of an all-day bus on Line 30 on weekday and Saturdays. This did not provide for any improvement in headways, but it did allow for better schedule performance. Adjustments to all schedules added 166 miles and 22 hours on weekdays and 68 miles and 16 hours on Saturdays.²⁸⁴

1995-96 Fiscal Year

3-96 Equipment In March of 1996, FAX acquired six more 40' x 102" 45 passenger transit buses from the Gillig Corp., which were model S50T40102 buses. For this order, FAX returned to Detroit Diesel, who supplied Series 50 *clean air* diesel engines for the buses. The buses also featured first-time passenger amenities, including front-mounted bicycle racks, bus stop announcing systems and video surveillance systems. The new buses displaced three more of the 8100-series buses into the *inactive* category. There they join four more 8100s and 13 of the 7700-series. The other three buses were used for an increase of in-service equipment

Service Changes On January 2, 1996 minor route changes were made to eight of the 12 fixed route lines. One change affected all of the routes that had used the Broadway Plaza bus shelter and the route around the west side of Fulton Mall on AH@ St. The stop, which had been located at Broadway-Merced, was eliminated, and all services using it were rerouted to Courthouse Square. These changes had been made possible because the City of Fresno had converted Van Ness Ave. and AH@ St. from one-way back to two-way streets. Although Van Ness became available for southbound traffic south of Divisadero, only the six blocks between Amador and Fresno were used by southbound buses. The new standard for north-south travel through downtown Fresno became south on AM@ St. and north on Van Ness Ave. This routing was closer to the plethora of government buildings east and south of Courthouse Square. The routing also reflected the lack of activity east of the Fulton Mall. Other changes include:²⁸⁵

Line 20 The use of the Shaw-Brawley terminal of Line 20 was changed to include Saturday. This route served K-Mart and Wal-Mart stores in the area.

Line 26 The north end of Line 26 was revised in the Pinedale area to serve the Kaiser Permanente Hospital at Alluvial-Fresno. The new route was via Palm, Herndon (service road), Fruit, Herndon, Ingram, Minarets, Blackstone, and Alluvial to Fresno; return route via Fresno, Herndon and Palm. A Sunday-only branch of Line 26 was established, running south on Chestnut from Butler to Church, looping via Church, Sierra Vista, Eugena, Price and Church.

Line 28 Saturday morning and Sunday turn back service was changed to loop via Shaw, Maple, Gettysburg and Cedar. At the south end of Line 28, service from Kings Canyon to Malaga was discontinued (absorbed by **Line 41**), being replaced by a loop via Chestnut, Hamilton, Winery Butler, Peach and Kings Canyon.

Line 30 The Pinedale loop at the north end of the route was dropped (and absorbed by an extension of Line 32), and the line was extended further north on Blackstone and Fryant to Audubon, looping via Audubon, River Park, Fresno and Fryant. This extension provided service to the Woodpark business and residential community, which was previously unserved

Line 32 The distribution loop at the north end of the route was realigned to absorb the former Pinedale loop of Line 30; the portion of the old loop east of First St. continued to be served by Line 34. The new distribution loop was via (north on) Fresno, Alluvial, First, Nees, Ingram, Minarets and (south on) Fresno. This route provides local access to the Kaiser Permanente Hospital at Fresno-Alluvial and the Marketplace retail development then being constructed at Blackstone and Alluvial.

Line 38 Weekday service was extended north on Cedar from Bullard to Spruce, looping via Spruce, Millbrook, Herndon and Cedar. Weekday headways were worsened from 20 to 21 minutes to accommodate this extension. Weekend service continued to use the Bullard-First-Shaw loop, except that the direction was changed from clockwise to counter-clockwise. The weekday routing served the St. Agnes Medical Center at Spruce-Sharon

Line 41 The portion of the route in southeast Fresno on Butler between Chestnut and Cedar (which duplicated Line 26) was discontinued. Instead the route was extended southward on Chestnut over the former Line 28 route to Malaga. The exact route was via (south on) Chestnut, Church, Maple, North, Chestnut and Muscat to Malaga, looping via Harding, Grand, Frank and

²⁸⁴ Fresno Area eXpress SRTP, 1995-2000

²⁸⁵ Fresno Area eXpress SRTP, 1996-2001 (1996 Update)

Muscat. No service was provided south of Church-Maple during the middle of the day on weekdays, or before noon on Saturdays. No Sunday service was operated.

Furman Replaces Dodsworth During 1996, Rod Dodsworth's five year administration of FAX came to an end. His replacement was Doug Furman.

1996-1997 Fiscal Year

7-97 Equipment In July of 1997, FAX acquired 14 new 40' x 102" 45 passenger transit buses. Also built by the Gillig Corp, model M11T40102 buses. They were again powered by Cummins diesel engine, but this time by the Model M-11+. The buses were numbered 9701-9714. At that point there were 108 usable buses, 97 active and 11 inactive.

Service Changes

The Market Place When the regional shopping mall, The Market Place, which is located at Blackstone-El Paso, the bus routes that encircled the area were modified as a result of changes in local street patterns. Routes 26 and 32 were routed in a clockwise direction around the mall.²⁸⁶

Line 26 was routed via Minarets, Blackstone, El Paso, Fresno, Alluvial, Blackstone, Herndon and previous route.

Line 32 looped via Fresno, Alluvial, Nees, Ingram, Minarets, Blackstone, El Paso and Fresno.

1997-1998 Fiscal Year

7-98 Equipment No new buses were added during the 1997-98 Fiscal Year.

Service Changes Annual ridership increased from 9.5 to 10.3 million, or 8.9% during Fiscal Year 1997-98, the greatest change since the 1977 service changes. As a result, FAX experienced overcrowding and schedule adherence problems. No service changes were made during the year, but routes and service were modified during the next year as soon as solutions were identified and plans formulated.²⁸⁷

1998-99 Fiscal Year

6-99 Equipment No new buses were added to the fleet during this Fiscal Year, however ten were planned for delivery during the second half of calendar 1999.

Service Improvements To resolve the operating problems identified during the previous year, FAX implemented the following changes on September 1, 1998.²⁸⁸

Line 34 Recent route extensions had caused schedule adherence problems. Since ridership no longer justified 20 minute service, headways were reduced to 30 minutes. This action reduced bus requirements by one, and that bus was added to **Line 28** (see below) Moreover, the additional schedule cycle time enabled an extension of the north end loop to a new terminal at Market Place Mall. The loop serving the St. Agnes Medical Center was dropped in favor of a direct routing via Cedar, Nees Fresno and El Paso. Southbound buses returned via El Paso, Blackstone, Nees and Cedar.

Line 28 The single bus from **Line 34** was not enough to improve headways, but it did allow for added running and layover time to ensure operating on the revised schedule as published. An increase in headway from 30 to 20 minutes would have required an additional two or three buses.

Line 34 One bus was also added to the schedule of Line 34. As with Line 28, this bus did not allow for improved headways, but for greater running and layover time to allow for better schedule adherence and minor route extensions. At the north end of the line, the distribution loop was enlarged to cover a part of the area that had been served by Line 32. The new route was via (north on First), Nees, Millbrook, Spruce, Cedar, Herndon and First. At the south end of the route (in south West Fresno) the turnaround loop was extended slightly. The new route is (via south on) Elm., Grove, Lilly, Church, Cherry, Jensen and Elm.

Line 32 The large loop at the north end of the route was eliminated, with Line 34 taking over the portion west of Fresno St.

²⁸⁶ *Fresno Area eXpress SRTP, 1997-2002, FAX Schedule Guide, 3-1-97, FAX System Map, 9-96*

²⁸⁷ *Fresno Area eXpress SRTP, 1999-2004*

²⁸⁸ *Fresno Area eXpress SRTP, 1999-2004; FAX System Map, 9-98; FAX Schedule Guide, 9-1-98*

with Line 26 absorbing the portion west of Blackstone (in Pinedale). The route then terminated at the Market Place Mall. Buses then looped via Fresno, El Paso, Blackstone, Nees and Fresno. This action reduced total round trip running time, and improved schedule adherence.

Line 26 The portion of the route on Herndon west of Palm was eliminated, and the Pinedale loop was extended to cover the discontinued portion of Line 32, which had served the area. The northern terminal of the route was then at the Market Place Mall. Buses then operated via (north on Palm), Herndon, Ingram, Nees, Fresno, El Paso, Blackstone Minarets, Ingram, Herndon and Palm. Service on Clinton between the Fresno Air Terminal and Brawley had formerly been identified as **Line 39**. As a service economy, lines 26 and 39 had been combined. In September, the Clinton Ave. Service was once again identified as Line 39, but the two routes continued to be through routed Monday through Saturday. But on Sunday, Line 26 operates but Line 39 did not. Thirty minutes headways were operated on weekdays, with 60 on Saturday and Sunday.

Line 28E Limited-stop express service was established on Line 28 with stops at CSUF, Shaw-Cedar, Fashion Fair Mall (First-Shaw), Manchester Transit Center, Courthouse Square, Ventura-Cedar and Kings Canyon-Chance. Two morning southbound trips were operated leaving Cedar-Shaw at 7:19 and 8:24; two northbound trips were operated leaving Courthouse Square at 6:55 and the second from Ventura-Cedar at 7:51, both destined to Shaw-Cedar. In the afternoon, two southbound trips were operated leave Shaw-Cedar at 4:36 and 5:41, the first destined to Ventura-Cedar, the second to Courthouse Square. Two northbound afternoon trips left Courthouse Square at 3:40 and Ventura-Cedar at 5:08, both destined to Shaw-Cedar. These trips were in addition to the half-hourly local trips. Express buses used the 41 and 180 Freeways between Manchester Transit Center and Courthouse Square. End to end running time for express trips is 20 to 30 minutes less than local trips. Between MTC and downtown, express time was ten minutes, local 25.

Line 40E Service on the Blackstone Freeway (Freeway 41) was re-established in September. Line 40E operated between the Market Place Mall and Courthouse Square, stopping only at Manchester Transit Center. The route was via El Paso, Fresno, Herndon, Freeway 41, Shields and Blackstone to MTC; then continuing via Blackstone, Shields, Freeway 41, and Van Ness to Courthouse Square. Buses returned via Van Ness, Freeway 180, Freeway 41, Shields and Blackstone to MTC; continuing via Blackstone, Shields, Freeway 41, Friant, Blackstone and El Paso. Hourly service was operated between 6:00 AM and 6:00 PM on weekdays only. Travel time was scheduled for 25 minutes from downtown to Market Place, and the line could be operated by one bus.

Line 58E This route was a non-stop express service between the Market Place Mall and the Valley Children=s Hospital, which is located north of the San Joaquin River in Madera County. The service was operated under an agreement between the Hospital and the City of Fresno. Hourly service was operated between 6:30 AM and 5:30 PM on weekdays via El Paso, Blackstone, Highway 41, Ave. 10, Lane Bridge Rd., Childrens Blvd., Peck and Maulpin to the Hospital. One way travel time was 11 minutes northbound and 12-13 minutes southbound.

Line 58 Line 58 was a local feeder line from the Market Place Mall to Clovis West High School and the Champlain shopping center and residential area. Buses were routed from Market Place via El Paso Fresno, Nees, Millbrook, Sheffield, Peppin, Champlain, Teague, Millbrook, Nees, Fresno and El Paso to the Mall. The feeder route was interlined with the express route to the Children=s Hospital, and operated at the same hours and headway. Round trip running time was 25 minutes; both branches of the line could be operated with one bus.

Line 59E An additional express service was established to run between the Manchester Transit Center and the Valley Children=s Hospital, stopping only at the Market Place Mall. Seven round trips were operated between 11:00 AM and 6:00 PM. From MTC, buses were routed via Blackstone, Shields, Freeway 41, Herndon, Fresno and El Paso to Market Place; then continued via El Paso, Blackstone, Highway 41, Ave. 10, Lane Bridge, Children=s Blvd., Peck and Maulpin. One way running time was 28 minutes, which included a five minute layover at Market Place mall. This line also required the use of one bus.

Line 33 The terminal at the west end of the Belmont Ave. leg was changed to inside Roeding Park, and the former turn around loop (Belmont-Pacific-Franklin-Fruit) was eliminated.

Line 39 The Clinton Ave. leg of Line 26 (previously a separate line identified as Line 39) was re-established with a separate identity. Lines 26 and 39 continued to be through routed interlined, except on Sunday, when there was no service.

Line 45 In replacement of a short leg of Line 26 on Bullard between Palm and Fruit, Line 45 was extended to a Herndon-Milburn. Service on Shaw between Fruit and West was eliminated. On January 1, 2000 the route was diverted from (north on) Fruit at Shaw, via Fruit, Barstow, Palm, Herndon frontage road, Fruit, and then Herndon to Milburn, looping via Herndon, Blythe, Spruce, Milburn and Herndon. Then on April 1st, a further change was made on Herndon between Palm and Fruit. Buses diverted north of Herndon generally via Palm, Locust, Palm Bluffs, Beachwood, Harrison frontage road, Beachwood, Fruit and Herndon.

Line 30 A route deviation on Line 30 in West Fresno was added on January 2, 2000. Northbound from Trinity-San Joaquin,

via San Joaquin, Modoc, Amador, Trinity and regular route; southbound trips reversed the route.

Special Shuttles FAX established two special shuttle services from downtown. The first was to the Fresno County Education Department=s Regional Occupation Program=s (ROP) center at Teilman-Neilson in West Fresno (Line 18). The second ran to the Fresno City College Vocational Training Center on Annadale west of East St. In south Fresno (Line 49) On each line, one round trip was provided, outbound in the morning (around 7:30) and one inbound trip (around noon).

1999-2000 Fiscal Year

6-00 Equipment In September of 1999, FAX took delivery of its first low floor buses. These came in the form of ten 40' x 102" 36 passenger transit buses from the Gillig Corp. The model G18D102N4 buses were numbered 9901-9910 and were powered by the Cummins ISC 8.3 diesel engine. Low floor buses feature only one step into the coach, and they can accommodate wheelchairs by means of a ramp that is deployed mechanically from the interior floor. One major drawback of the bus design is that the interior height of the wheel housings is about three feet, and this precludes the safe occupancy of the standard longitudinal seats that are normally placed over the wheel wells of high-floor buses. These seats accommodate two to three passengers each, and their absence can reduce bus capacity by eight to 12 seats. FAX=s experience with older passengers has been that, although they appreciate the elimination of steps, they object to the elimination of the longitudinal seats behind the driver and front door, as they are more convenient to ingress and egress; furthermore, the elderly patrons feel safer when in closer proximity to the bus driver.

The total fleet size this year was 101, which included 94 active and seven inactive buses.

Service Changes In April, Sunday service was added to all regular lines that did not already have it; Sunday service was set at the Saturday levels. In September, night service was added on weekdays. Former ending times which were generally between 6:00 and 7:00 PM were extended to between 9:00 and 10:00 PM

Line 26/39 Lines 26 and 39, which had been separated for route identity purposes the previous year were operationally separated this year.

Line 49 The special shuttle service to the Fresno City College Vocational Center, operated as Line 49 was discontinued. T

Line 18 The Line 18 ROP (Regional Occupation Program) shuttle to the Fresno County Education Department was maintained, with a second inbound trip from the center at 5:05 PM.

Line 28E Express service on Line 28 was increased from four trips in each direction to six southbound and seven northbound. The added trips were later in the morning and earlier in the afternoon than the original runs.²⁸⁹

Line 100 In October, an experimental shuttle service was instituted that ran between the FAX offices at Divisadero-AG@ St. and Courthouse Square. The route was via AG@, and Fresno to Courthouse Square Shelter AL@, returning via Fresno, AH@, Tulare, Van Ness, Fresno and AG@ St. Buses ran every 15 minutes between 9:00 AM and 3:00 PM. There were two purposes for running this shuttle: (1) To provide transportation for bus drivers between the garage and the downtown relief point; and (2) to provide access for regular riders to the FAX offices where they could purchase tickets and passes, obtain maps and schedules and other information and transact any other necessary business. The experimental service was discontinued in December, after carrying only 175 passengers in a 90 day test period.

Line 40E On April 1, 2000 Blackstone Freeway express service was reduced with the elimination of Line 40E, due to insufficient patronage.

Line 29 On January 1, 2000 The limited stop and express service of Line 28, previously designated as Line 28E, was renumbered to 29.

New Administration In 2000, Bruce Rudd replaced Doug Furman as FAX General Manager. Furman had held the position since 1996.

2000-01 Fiscal Year

6-01 Equipment In February of 2001, FAX put into service four 2000 cut-away vans. Numbered 0001-0004, the micro buses featured El Dorado-National Aerotech bodies on Ford E350 chases. They had seats for 14 passengers and included a wheelchair lift curbside at the rear of the vehicle, which was accessed through a special use doors. These vehicle were intended for use on the Fresno Area Neighborhood Service (FANS) program.

In March, FAX received two experimental Orion VI (six) model 06.501 hybrid diesel-electric (battery) buses from Orion Bus Industries of Canada. They were numbered 0101-0102, and, similar to the 9900's, are 40' x 102" and of the low-floor design. Seating 31 Passengers. At that time, there were 112 buses in the fleet, 106 active and six inactive.

Service Changes

Line 12 During the year, FAX implemented the first route in its Fresno Area Neighborhood Service (FANS) program. New **Line 12-SOUTHEAST FRESNO** operating between Tulare-Argyle and McLain-Winery in southeast Fresno. The fixed route is via Tulare, Argyle, Kings Canyon, Willow, Lane, Winery, Butler, Chestnut and McLain to Winery, looping via McLain, Winery, and Wills Circle. There is also a route deviation component of this service. With advance reservations, buses will deviate to any area that is within one-half mile of the fixed route to pick-up passengers only. Because of this route deviation feature, small *cutaway* vans were acquired and are used in order to be able to negotiate any narrow or dead end streets that might be encountered.²⁹⁰

Line 29 On July 6, 2001 Line 29 was discontinued due to low ridership, further reducing the Blackstone express service.

2001-02 Fiscal Year

6-02 **Equipment** There were no changes to the bus fleet during the 2001-02 Fiscal Year.

Fare Change On August 1, 2001 bus fares were increased for the first time since 1991. The old and new charges by category were

<u>Category</u>	<u>Old Fare</u>	<u>New Fare</u>
Base Cash Fare	\$.75	\$1.00
Regular service Discount		
Senior (62 years & older)	.35	.35
Disabled fare	.35	.35
Children under age 6)	Free	Free
Tokens	.60	.85
Tickets		
Book of five`	\$3.00	\$4.25
Book of ten	\$6.00	\$8.50
Monthly Passes		
Convenience pass	\$25.00	35.00
Senior (62 and older)	\$10.00	\$10.00
Special Rider	\$10.00	\$10.00
Handy Ride	\$25.00	\$25.00

Service Changes:

Line 30 A further route deviation was made on Line 30 in West Fresno on northbound trips only. From Trinity and Amador, via Amador AB@ St., El Dorado and previous route.

Line 41 Another route change was made on Line 41 between Dakota-Marks and Shields-Hughes to operate via Dakota and Hughes instead of via Marks and Shields. On July 1st, the distribution loop in downtown Malaga was changed to operate to operate via Chestnut, Calvin, Front, Olney, Harding, Grand, Frank and Muscat to Chestnut.

Line 59 The last of the Freeway 41 express bus service was eliminated on July 6th, when Line 59E, running between the Manchester Transit Center, Market Place Mall and the Valley Children=s Hospital was discontinued. The so-called Line 58E service between Market Place and VCH (which travels a short distance on the non-freeway portion of Highway 41) continued, however.

2002/03 Fiscal Year (First Half)

12-02 Equipment During the previous year, FAX had placed an order for 35 new buses, which were expected to be delivered in fall of 2002. The purchase included 25 Orion V (five) model 05.501 40' x 102" transit buses. These were to be powered by the Detroit Diesel Series 50G engine, and use compressed natural gas (CNG) as a fuel. Unlike the previous group of standard coaches, these were of the high-floor design, as this configuration provides greater seating capacity, including longitudinal seats adjacent to the bus operator and the front door. These buses were to have seats for 43 passengers and be equipped with airconditioning and bicycle racks. These buses were to be numbered 0201-0225.

The other ten were articulated buses to be built by Neoplan USA in Lamar, Colorado. These model AN-460 buses were to be 60 feet long and the standard 102 inches wide, powered by Detroit Diesel Series 50 engines, but these were to be the diesel fuel versions. These buses were to have seats for 65 passengers, and be numbered 0301-0310. The buses were purchased for use on Line 28 (the heaviest line on the system) which is in need of additional seating capacity on many trips. Using larger buses would allow for increased capacity without the additional operating cost that would result from increasing the number of trips operated

Because of manufacturing problems, none of the 35 new buses had been delivered by the end of 2002

Service Changes There were no route or schedule changes in the fall of 2002.

The Future

Local Funding In the November 2002 election, Fresno County voters considered an extension of AMeasure C.@ Measure C had been approved in 1986, and levied a one-half cent increase in sales tax to be used for transportation purposes. The revenue could be used for transit or streets and highways, at the discretion of the Fresno City Council, for revenue generated in the City. The provision was established for a 20 year period, and is set to *sunset* in 2008. Electors failed to approve an extension of the measure in 2002, but further attempts will be made during the next six years. Although FAX has not received any funds from Measure C in recent years, its

elimination could impact the availability of other local funds that is available for transit.²⁹¹

Population growth in the Fresno-Clovis Metropolitan Area (FCMA), which defines FAX=s service area is shown in the table below:²⁹²

<u>Year</u>	<u>Population</u>	<u>Source</u>	<u>Total Annual Passengers</u>
1970	269,200	Decennial Census	2,502,000
1980	356,800	Decennial Census	8,583,000
1990	477,400	Decennial Census	9,067,000
2000	628,655	Decennial Census	12,419,000
2006	741,000	City of Fresno	Not available

As the above data indicates, FCMA population has more than doubled during the past three decades. During the same period, annual ridership increased by over 500% (although there were interim peaks and valleys). Ridership as a trend has increased faster than population. This can be attributed to a difference in the demographics of recent arrivals, which tend to have a greater percentage of minority and low income and therefore transit dependency. The planned urbanized area for the next two decades include areas to the west and east of the current FAX service area, and it will be necessary to extend transit services to these areas within that time frame.

Transit District Much of the planned urbanized area is outside the boundaries of the City of Fresno To be able to fund operations in these new areas, the service area needs to be expanded. It is proposed to accomplish this by means of the creation of a metropolitan transit district that would encompass the new areas and have authority to tax or use revenue from transportation taxes that are generated in the area.

Light Rail projects Under consideration for planning purposes are two potential light rail projects. One would be a general purpose commuter service, possibly on a northwest to southeast axis through downtown Fresno. One of the corridors being considered is the Santa Fe railroad right-of-way. The other project is a downtown circulator, similar to the one recently installed in Portland Oregon

Bus Service For the foreseeable future, the basis of public transportation in Fresno will be the motor bus. Based on current population and ridership trends, the FAX fleet size is projected to increase from 114 to 161 by 2006, a 40% increase²⁹³

²⁹¹ *Fresno Area eXpress SRTP, 1999-2004*

²⁹² *Fresno Area eXpress SRTP, 2001-2006*

²⁹³ *Fresno Area dXpress SRTP, 2001-2006*

AMERICANS WITH DISABILITIES ACT (ADA) SERVICE

The Handy Ride Division

6-92 History Specialized service for the elderly and handicapped (E & H) passengers in Fresno was started in 1967 by the **West Fresno Foundation**. The **City of Fresno** was obliged to provide increasing support for the program and in 1975 assumed full operation of the program. In 1977 this E & H demand response system was put under the city's **Department of Transportation** (then **Fresno Transit**) and was operated as the "**Handy Ride Division**." Originally operated as an advanced reservation and subscription system, in 1987 it was converted to a "real-time" dispatching operation. The service was operated during daytime hours on weekdays. The **Fresno County Economic Opportunities Commission** acting as the **Fresno Consolidated Transportation Services Agency** (CTSA) provides similar service outside the **FAX** service area; the City contracted with **CTSA** to provide demand response service on weekends and holidays; **CTSA's** own vans were used for this service. The federal Americans with Disabilities Act (ADA) became law in 1992; many of its provisions affect public transportation--particularly E & H services. **Handy Ride** service was adjusted to match the service period of the fixed route service.²⁹⁴

Equipment Handy Ride has its own set of vehicles--short wheelbase conventional buses with seats for eight or nine passengers, plus wheelchair tie downs. There were 16 buses in the fleet in FY-1992, 11 of which were active. The demand for specialized service exceeded the capacity of the system. In 1992, the city considered privatizing the operation and requested proposals from private operators interested in providing the service itself.²⁹⁵

Operations **Handy Ride** vehicles carried 45,244 passengers in FY 1990-91, of which one-third (15,382) were wheel chair users. Ridership had increased by 50 percent since FY 1980-81, and had been stable for the previous three years. The average trip length for a rider was around six miles. For "certified" user the **Handy Ride** fare is 75¢, the same as fixed route service; a monthly pass was available for \$25.00. Non-certified users paid \$3.75 for each one-way trip. Fares cover only about five percent of the operating cost. By way of comparison, fares cover 30 percent of the fixed route system as a whole and ten percent for the worst **FAX** fixed route.²⁹⁶

Handy Ride ADA Operations

1993 Privatization In response to federal requirements for FTA-funded operators to consider contacting certain low productivity service to private contractors, the City of Fresno issued a Request for Proposals (RFP) to firms interested in operating its demand-response service. Proposals were received in the Spring of 1993, and the City awarded the Handy Ride operations contract to Mayflower Contract Services. The contract included the night and weekend service that had been operated by the County's rural paratransit service (CATA).

Mayflower began operating the service on April 3rd, using City vans under the Handy Ride name, with its own employees. Operations were removed from the City Yard and moved next door onto property at 1330 East El Dorado which was leased by the contractor.

The Handy Ride fleet consisted of 16 wheelchair-equipped minibuses with seats for between six and nine passengers. The age ranged from 15 to two years. The City-owned fleet was leased to Mayflower, who also provided the maintenance on the buses. The operating plan called for the fleet size to be maintained at 16, with vehicles being replaced at the end of their useful life.

²⁹⁴ *Fresno Area eXpress SRTP. 1992-1997*

²⁹⁵ *Fresno Area eXpress SRTP. 1992*

²⁹⁶ *Fresno Area eXpress SRTP. 1992-1997*

ADA Certification Federal ADA requirements are that persons who qualify as being Disabled must be provided alternative *paratransit* service at the same fare and in the same service area as fixed-routes. The 1993 fixed-route fare was 75¢; a monthly pass was \$25.00. Non-certified passengers were required to pay \$3.57 for a one-way trip. ADA Certified riders are allowed to be accompanied by an attendant, who rides free; they may also bring one guest who can travel at the *certified* fare. ADA certification is done by FAX staff using FTA guidelines. An identification card is issued to certified persons, and this is proof of their eligibility to travel at the reduced fare. ADA also requires that *certified* riders be given preference over other users of the service, and that they be allowed to make advanced reservations for up to 14 days. In the last year of City service, approximately 45,000 passengers were carried on Handy Ride, of which about 15,000 were in wheelchairs.²⁹⁷

1994 Service Expansion In response to ADA rules, the availability of Handy Ride service was increased to match those of the fixed route system. This increased the weekday service to about 8:00 PM, rather than the previous *daylight hours*.²⁹⁸

1994 Service Increase During the 1993-94 Fiscal Year, total ridership had climbed to over 72,000 riders. The fleet size had grown to 17 buses. At least part of the reason for the change was the increase in service hours required by ADA rules.²⁹⁹

1997 Ridership Gains Total Handy Ride usage grew to over 89,000 in the 1994-95 Fiscal Year, a 25% increase from the previous count. FY 1995-96 ridership was, however, down by 2% to 87,000. Fleet size had grown to 21 peak hour buses. By 1997, the original contractor (Mayflower Contract Services) had been acquired by Laidlaw Transit Services, and contracts names were changed accordingly.³⁰⁰

1999 Operations Total ridership declined slightly in FY 1996-97 to 86,000, but in the following year, increased by 11% to over 96,000, which was 0.9% of the ridership on the fixed route system. Although Handy Ride only generates one percent of total FAX ridership, its cost of operation is ten percent of the total operating budget. The active fleet increased by one to 22 peak buses.³⁰¹

2001 Operations FY 1998-99 saw an increase of users to over 97,000, or 1.6%; the following year, the total dropped by 2.0% to about 95,000. This demonstrates the short range volatility of the use of transit service. The long-term trend for both fixed-route and Handy Ride service is, however, upward. There was no change in the Handy Ride fleet size, as the maximum peak requirement remained at 22.³⁰² The fare increase that was applied to fixed route service on August 1, 2001 was not applied to Handy Ride service, which remained at 75¢ cash and \$25.00 for a monthly pass.

²⁹⁷ *Fresno Area eXpress SRTP*, 1993-1998

²⁹⁸ *Fresno Area eXpress SRTP*, 1994-1999

²⁹⁹ *Fresno Area eXpress SRTP*, 1995-2000

³⁰⁰ *Fresno Area eXpress SRTP*, 1997-2002

³⁰¹ *Fresno Area eXpress SRTP*, 1999-2004

³⁰² *Fresno Area eXpress SRTP*, 2001-2006

CITY OF CLOVIS SERVICE

Clovis Establishes Separate Transit Operation

6-92 Dial-A-Ride Service In July of 1980, the City of Clovis discontinued its subsidy of the fixed route circulator that was operated by **Fresno Transit** as its **Line 12**. At the same time, the city established a general service demand-response operation called **CLOVIS STAGE LINE** later referred to as Clovis Stageline). **CSL** used 15-passenger vans, and it was operated under contract by Transportation Specialties. **CLOVIS ROUNDUP**, an elderly and handicapped demand-response service was also operated by the City of Clovis using lift-equipped vans. A consultant study completed in 1989 found that the general service dial-a-ride service could be more efficiently operated on a fixed-route basis; the E&H service was, however, to continue to operate as demand response.³⁰³

Fixed-Route Service On August 13, 1990, **CLOVIS STAGE LINE** became a fixed route service with three lines operating from a central transfer point at Fifth-Russell (Clovis Civic Center). Each line used one bus on a 30 minute headway between 6:45 AM and 6:15 PM. Fares were 75¢ with free transfers to and from the three **CSL** lines as well as **FAX Line 9** at the depot/transfer center.³⁰⁴

Route 1: From City Hall via Fifth, DeWitt, Sierra, Sunnyside, Herndon, Fowler, Sierra, Armstrong, Bullard, Fowler, Barstow, Sunnyside and Fifth to Russell (City Hall). This was a "cross" shaped one-way loop, that had two alternately operated route diversions: (1) to Phillips College, diverting from DeWitt-Sierra, via Sierra, Villa, Herndon, Peach, Bush, Spruce, Ceasar and Fir to the College; returning via Fir, Peach, Herndon, Peach, and Sierra to DeWitt. (2) to the Clovis Community Hospital diverting at Fowler and Herndon via Herndon to Medical Center Dr.

Route 2: From City Hall via Fifth, DeWitt, Eighth, Minnewawa, Gettysburg, Peach, Ashlan, Willow, Shaw, Villa, Bullard, Helm, Stuart, Peach, Bullard, Hughes, Fourth, Russell and Fifth to City Hall.

Route 3: From City Hall via Fifth, Clovis, Shaw, Fowler, Barstow, Armstrong, Shaw, Fowler, Ashlan, Clovis, Shaw, Pollasky, Fifth, Hughes, Fourth, Russell and Fifth to City Hall.

6-92 1991-92 Operations The new fixed-route service pattern was less than a great success, as total boardings for the first year (FY-1990-91) was 26,818, down 39 percent from the last year of demand response service when boardings were 43,796! Vehicle miles, hours and operating cost were all up from the dial-a-ride years, and all of the productivity factors were down. But fixed route service had the potential to be more productive.³⁰⁵

The fixed-route system was operated by one 1989 Ford-Wayne minibus and three 1990 Fords. In 1992, headways were set at 45 minute intervals, and the fare 75¢ per ride; a monthly pass was \$27.00. Operation of the service was contracted to McDonald Transit Services.

1993 1992-93 Operations 1992 ridership more than doubled to 52,000, more than offsetting the loss experienced during the first of fixed-route operation. Even so, effective July 1, 1993, service was reduced from six to five days a week, and hours were changed to 6:15 AM to 6:15 PM. There was no change in the bus fleet of four vehicles. The implementation of the Federal ADA program would soon require the acquisition of buses with wheelchair lifts, and this program would be implemented in following years.³⁰⁶

³⁰³ *Clovis SRTP*, 1991-1996 and 1992-1997

³⁰⁴ *Clovis SRTP*, 1991-1996 and 1992-1997--- and *Clovis Stage Line schedule*, dated 8-13-90

³⁰⁵ *Clovis SRTP*. 1992-1997

³⁰⁶ *Clovis SRTP*, 1993-1998

1994 1993-94 Operations In August of 1993, operation of the fixed route service was transferred from McDonald Transit Associates to Mayflower Contract Services. Three new Carpenter minibuses were added to the fleet in 1993. These were the first new fixed-route buses to be equipped with wheelchair lifts. This was done to be in compliance with ADA regulations. In addition, the 1989 Ford-Wayne bus had a wheelchair lift installed, so that all buses used in regular service would be accessible. A fifth 1987 Ford vehicle was used as a spare unit; it was not ADA accessible. *(It appears that the 1987 Ford had been used in Roundup paratransit service, and that its lift had been removed and installed in the 1989 Ford-Wayne.)* The Clovis Roundup fleet had consisted of three 1988 and two 1987 Ford and one 1983 Dodge vans. In 1994, four new Carpenter buses were added to the fleet, and they were supplemented by two of the 1988 Ford vans. This fleet was completely ADA accessible. Stageline ridership during the year increased from 56,000 to 67,000.³⁰⁷

1995 1994-95 Operations During the FY 1993-94, ridership decreased from 67,000 to 64,500. There was no change in the bus fleet this year. But on January 1, 1995, the route structure was changed from three routes to four loop routes, each on a 45 minute headway, scheduled to meet at the Clovis Civic Center and the Sierra Vista Mall. There was no change in either the fixed-route or paratransit bus fleet, of five and six vehicles respectively.³⁰⁸ The four new loop routes were as follows:

Route 1 From the Clovis Civic Center terminal via Fifth (diagonal), Bullard, Peach, Sierra, Villa, Herndon, Peach, Teague, Minnewawa, Alluvial, Clovis, Third, Minnewawa, Shaw, Fowler, Bullard, (diagonal) and Fifth to the Civic Center.

Route 2 From the Clovis Civic Center, via fifth, Pollasky, Barstow, Clovis, Shaw, Fowler, Bullard, Armstrong, Sierra, Temperance, Herndon, a loop through the Clovis Community Hospital grounds, Herndon, Fowler, Alluvial, Clovis, Herndon, Sunnyside and Fifth to the Civic Center.

Route 3 From the Clovis Civic Center, via Fifth, Pollasky, Shaw, Vail, Gettysburg, Peach, Ashlan, Willow, Barstow, Clovis, Shaw, Fowler, Bullard, (diagonal) and Fifth to the Civic Center terminal.

Route 4 From the Clovis Civic Center, via Fifth, Pollasky, Barstow, Clovis, Shaw, Fowler, Barstow, Armstrong, Gettysburg, Fowler, Bellaire, Cameron, Griffith, Stanford, Dakota, Clovis, Gettysburg, Sierra Vista, Sunnyside, and Fifth to the Civic Center Terminal.

1996 1995-96 Operations No changes were made to any of the fixed-routes, and there were no changes in the bus fleets of either Stageline or Roundup.³⁰⁹

1997 1996-97 Operation 1996 ridership had reached to nearly 75,000 riders; projected 1997 patronage was pegged at 66,000 on account of the new route structure that was to be implemented later in the year.

On August 19, 1996 Clovis Stageline service was again redesigned as three routes running on half-hourly headways. Two additional routes were established to serve students during peak school arrival and departure times.

Route 10 From the Clovis Community Hospital via Herndon, Sunnyside, Bullard and Fifth to the Civic Center; continuing via Fifth, Bullard, Villa, and Barstow to Willow, then looping around the CSUF campus via Willow, Shaw, Cedar and Barstow back to Willard.

Line 50 From Ashlan and Minnewawa, via Minnewawa, Santa Ana, Sierra Vista Mall service road, Shaw, Railroad, Barstow, Pollasky, Third, Baron and Fifth to the Civic Center.

School Route 1S From the Sierra Vista Mall, via Gettysburg, Eddy, Tarpley, Ashlan, Sabre, Hampton, Claremont, Bellaire, Fowler, Holland, Clarendon, Gettysburg, Fowler, Bullard and Fifth to the Clovis Civic Center

School Route 2S From the Clovis Civic Center, via Fifth, Clovis, Sierra, Peach, Paul, Villa, Herndon and Peach to Nees, looping via Peach, Teague, Minnewawa and Nees.

On the same date, the City of Clovis signed a three-year contract for the operation of the fixed-route service with Laidlaw Transit Services (who had previously acquired the Mayflower operation and contract). Fares and hours and days of service remained unchanged. To institute the new service, there was a fleet of six 1993 Carpenter buses, all equipped with wheelchair lifts. The 1989 Ford-Wayne remained in service as a spare. The ADA fleet then consisted of five new Goshen minibuses, plus one of the 1993 Carpenters and a 1989 Ford

³⁰⁷ Clovis SRTP, 1994-1999

³⁰⁸ Clovis SRTP, 1995-2000

³⁰⁹ Clovis SRTP, 1996-2001 (Update)

van.³¹⁰

³¹⁰ *Clovís SRTP*, 1997-2002

1999 1998-1999 Operations There was no change in the routes or schedules during FY 1997-98 and 1998-99. Annual ridership increased to 90,300 in 1998 and was projected to reach 97,100 in 1999; the increase is attributed to the new route structure and improved service frequencies. During 1998, the City acquired four Goshen minibuses that were powered by Compressed Natural Gas. Three were assigned to the ADA service, where they joined four 1996 Goshen and one 1993 Carpenter minibuses. One was assigned to the fixed-route operation, where it joined six 1993 Carpenter units.³¹¹

2001 2000-2001 Operation Upon completion of the operations contract with Laidlaw Transit in September, 1999, the City Council elected to assume direct operation itself. That year, additional drivers were hired to cover fixed-route runs. The City had always run the paratransit service, and considering the small size of both systems, decided that a combined operation would be more efficient. Annual ridership did reach 97,500 in FY 1999-2000, but dropped to 91,600 in FY 2000-01 and 91,300 in FY 2001-2002; it is projected to reach 95,900 in FY 2002-03. To match FAX's action, the City of Clovis increased its base transit fare to \$1.00 in 2002. Elderly and handicapped rides are 50¢.

Also in 1999, the Stageline route system was modified, with a third line added on a 30 minute headway, with one on an hourly schedule.³¹² The current routes are:³¹³

Route 10 From Clovis Civic Center, via Fifth, Bullard, Villa, Barstow, Willow, Shaw, Cedar, Barstow, Villa, Bullard and Fifth to the Civic Center; then continuing via Fifth, Sunnyside, Herndon, Clovis, Sierra, Villa, Fir, Peach, Herndon, Villa, Minnewawa, Alluvial, Clovis, Herndon, Sunnyside, and Fifth to Civic Center. Special school service is operated on a branch of Line 10 from Minnewawa-Alluvial via Minnewawa, Nees, Peach, Teague and Minnewawa back to Alluvial and regular route.

Line 50 From the Clovis Civic Center, via Fifth, Bullard, Fowler, Herndon, Tollhouse, Armstrong, Bullard and Fifth to the Civic Center; continuing via Fifth, Pollasky, Shaw, Sunnyside, Santa Ana, Minnewawa, Ashlan, Willow, Gettysburg, Minnewawa, Santa Ana, Sunnyside, Shaw, Clovis, Scott, Pollasky, and Fifth to the Civic Center.

Line 60 From Shaw and Sunnyside, via Shaw, Armstrong, Barstow, Sunnyside, Fifth, Bullard, Armstrong and Sierra to Temperance, looping via Sierra, Coventry, Clovis Community Hospital grounds, and Temperance to Sierra.

Line 65 From Shaw-Sunnyside, via Shaw, Fowler, Ashlan, Sunnyside, Lansing, Argyle, Dakota, Clovis, Gettysburg and Sunnyside to Shaw.

Line 70 From Shaw-Sunnyside, via Shaw, Fowler, Gettysburg, Temperance, and Ashlan to DeWolf, looping via Ashlan, Leonard, Donner and DeWolf.

Headways Lines 10, 60 and 65 run on 30 minute headways; Line 50 runs once an hour and Line 70 has one round trip, eastbound in the morning and westbound in the afternoon.

³¹¹ *Clovis SRTP, 1999-2004*

³¹² *Clovis SRTP, 2001-2006*

³¹³ *Clovis Transit System Map, Effective January 2, 2002*

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